



KINGSTON.ONT.

Fortifications around Kingston after the coming of the United Empire Loyalists.

When the Navy Yards was established on Point Frederick in 1788, a redoubt was erected on the point, which consisted of a breastwork of logs and earth with traversing platforms for guns. Its armament consisted of 6-24 Pdr. cannons as was to serve as a protection to the Navy Yards. Practically across the Bay on Mississauga Point, then at the foot of what is now Gore St, another battery was erected about 1795. This Battery was lined with heavy square timbers, and was equipped with a furnace for heating the shot intended to give a warm reception to the enemy. These two Batteries commanded the entrance to the harbour so that it was practically impossible for a hostile vessel to effect a passage.



On the land side the place was surrounded by a palisade with four blockhouses. This picket fence, 12 feet high, started at the waters edge at the foot of what is now West St., followed at up and passed the blockhouse at McRossie's Gore, (junction of West and Lower Union St. and the present site of Dr. Third's residence) and then up to the blockhouse on the site of Rev. Brock's house, (near the corner of Sydenham & West St's), and thence northerly along a ridge overlooking the village, its irregular line being about midway between Clergy & Sydenham St's until it reached the old blockhouse that stood on the north west corner of Princess & Sydenham St's, thence along Sydenham northerly to its end overlooking the high ground, then down to the waters edge, between Farraly's Farm and a house then occupied by one of the highest military officers, (approximately the foot of Raglan Road.). This line of fortifications is clearly shown on the map on the other side of this page.



This old Blockhouse, the last one named stood overlooking the quarries on Raglan Road was occupied for many years, and finally came into the hands of Patrick Rooney, and was commonly called "Rooney Castle" it being eventually razed in 1913 after being sold for \$500, for the heavy timber that was in it. According to a Mr. Sellers, an old official of the Engineers there was an additional blockhouse at the corner of West and Ontario St's.

All these Blockhouses were two stories in height, and the low stories were built of masonry, (two in number) while the upper stories of these two and the other ones were built entirely of oak. The Blockhouses were of different sizes, the one at the corner of Lower Union and West St's was the largest, while the one at the corner of West and Ontario St's was the smallest. They were armed with carronades of 6, 8, and 24 calibre, while the smallest was armed with a 24 Pdr. Gun.

There were four entries to the enclosure from the land side, gates being at King St.; About William St.; Princess St, (then Store St.) and another on the Montreal Road.

During the War of 1812-14, these fortifications were strengthened a small redan was built on Sydenham St. (The site being in the rear of what is now Central School); then the north corner of the Artillery Park, then known as The Garrison Gardens. This was a battery of four guns and protected by earthworks.

During the War a Blockhouse was erected in the centre of the Redoubt at Point Frederick, to be used with the battery at Mississauga Point. This Blockhouse was burned down in 1820.

After the American flotilla from Sackett's Harbour, had attacked Kingston and exchanged shots with the Royal George, a Fort of logs was erected on Point Henry in 1813. (See Fort Henry for particulars). When the War broke out in 1812, Sir James Yeo was sent out from England to take command of the Naval Station at Point Frederick, and the future operations on Lake Ontario were conducted under his supervision.

The old "Line Barracks" stood on what is now Sydenham St, about opposite where Sydenham St Church now stands, and nearly opposite the gate through the palisade at William St. These Barracks were used to house the troops then stationed in Kingston from time to time, and they used the ground outside the palisade as a Parade Ground, (site of the present Cricket Field).



This view shows Mississauga Point at the foot of Gore Street as it looked about 1838. In this drawing can be seen a remaining gun of the battery established there during the War of 1812 to cross-fire with the Point Frederick battery. (Photo by courtesy of E. E. Horsey from original drawing in Public Archives of Canada.)

Besides the fortifications mentioned, on the north side of the village was a mine in an old Root House, filled with explosive materials and covered with loose stones. This was intended for the destruction of the enemy, who might attack the city at that point.

There was also another blockhouse built on Snake Island, and it was used as a Signal Station, but was later burned by fishermen.

Some of the Imperial Troops located at Kingston at different times were as follows, -

1st. Royal Scots. (Left Wing); 9th. Foot.; 14th. Foot.; 15th. Foot.; 20th. Foot.; (reached Kingston in 1848); 24th. Foot.; 32nd. Foot.; 34th. Foot.; 37th. Foot.; 40th. Foot.; 49th. Foot.; 54th. Foot.; 60th. Foot.; 61st. Foot.; 62nd. Foot., (in Kingston at the time of the Trent affair, its first public appearance at the burial of Col. Boucher, Town Major); 82nd. Foot.; 83rd. Foot., (In Kingston in 1838, Lord Melville being in command, Lieut. Johnson of this Regiment was killed at the Battle of the Windmill); (His body was brought to Kingston for burial, and a tablet is erected to his memory in St George's Cathedral); 85th. Foot.; 89th. Foot.; and 71st. Foot. In Kingston in 1837 was the 79th. Foot., and the 1st. &

2nd. Battalions of the Rifle Brigade.

Barrack life of the soldiers in Kingston during these early years was not hard but very tedious. An occasional sham fight, an alarm of war, a change of posts, labor on some public road, vessel, or fortification. Soldiers were rarely allowed to labor for settlers or the townspeople, but sometimes their officers employed them at 9d. a day, to clear land, make gardens, or improve their estates.

The Royal Canadian Rifles were stationed in Tete de Pont Barracks from 1855 to 1870. Col. Moffet was O.C., he being the son of H. G. Moffet, a merchant of Montreal. This unit was disbanded in 1870. One of its officers, Captain F. C. McGill, was appointed Adjutant of the R.M.C., when that institution opened in 1876, and continued at that post for many years.

After the experience of the War of 1812-14, and the fact that Kingston was considered a vital strategic point along the frontier, an elaborate scheme of defence was worked out by the Royal Engineers.

This was also advisable because of the opening of the Rideau Canal in 1830, which had been constructed as a vital inland waterway from Montreal to Kingston and thus needed protection at its exit. Then again, another incentive was when Kingston was chosen the Capital of the United Canada's in 1840, and by this time they had been started with the erection of Fort Henry, and the rest of the Defences were considered an absolute necessity.

By 1829 (October), after making surveys the R.E. had completed plans for the most elaborate scheme of defences to central about a Fort on the top of Point Henry, to replace that temporary structure of logs that had been erected in 1813, and this Fort was to be known as Fort Henry, being called after Henry Hamilton, Governor of Canada in 1785.

The natural choice of Point Henry was due to its commanding position, and since the potential dangers of attack lay from unfriendly Americans at Sackett's Harbor (only 30 miles distant), it would be expected that Fort Henry would be designed to direct its chief fire towards the water. This was not the case, as it was constructed rather as a protection against land attack from the other side, since the surrounding country at that time was admirably suited to ambush attack, after first crossing the river lower down; whereas ships approaching would have to contend with fire from ships in the harbour, and from the blockhouses as well.

A corridor of auxiliary defences around Fort Henry was provided for, - Redoubts on Cedar Island and Point Frederick to be linked with five other works at convenient distances apart similar in style to those now existent. These were to be linked with five other works ranging from small towers to substantial redoubts. Their comparative size was borne out by the fact that it was estimated that the intended strength of a tower was stated as 30 men; that of a redoubt at 180, and of the main fort 350 men.

A second chain of auxiliary outposts was to surround the land approaches to the city on the north and west. Besides a Battery designed for 60 men on the site of the present Barracks, and a similar Battery and Tower in Macdonald Park; there were to be three redoubts, each intended to house 200 to 250 men. The first of these was to be about where North Sydenham St. meets Raglan Road; another to be placed quite near the head of University Avenue, and the third intended to be on the site of Gordon Hall, on Queens University campus.

Original records also show that the Government intended to erect a two-gun Martello Tower on Snake Island in 1827, and a similar tower to the shoal tower to be erected in front of Fort Henry. These were never built but Telegraph Stations were erected, one on Cedar Island, another lower down the river, and one on Snake Island. This latter station had been built of brick with a stone foundation, and

had evidently been destroyed by fire as the remnants show. These stations were alerting the forts in the event of an enemy invasion.

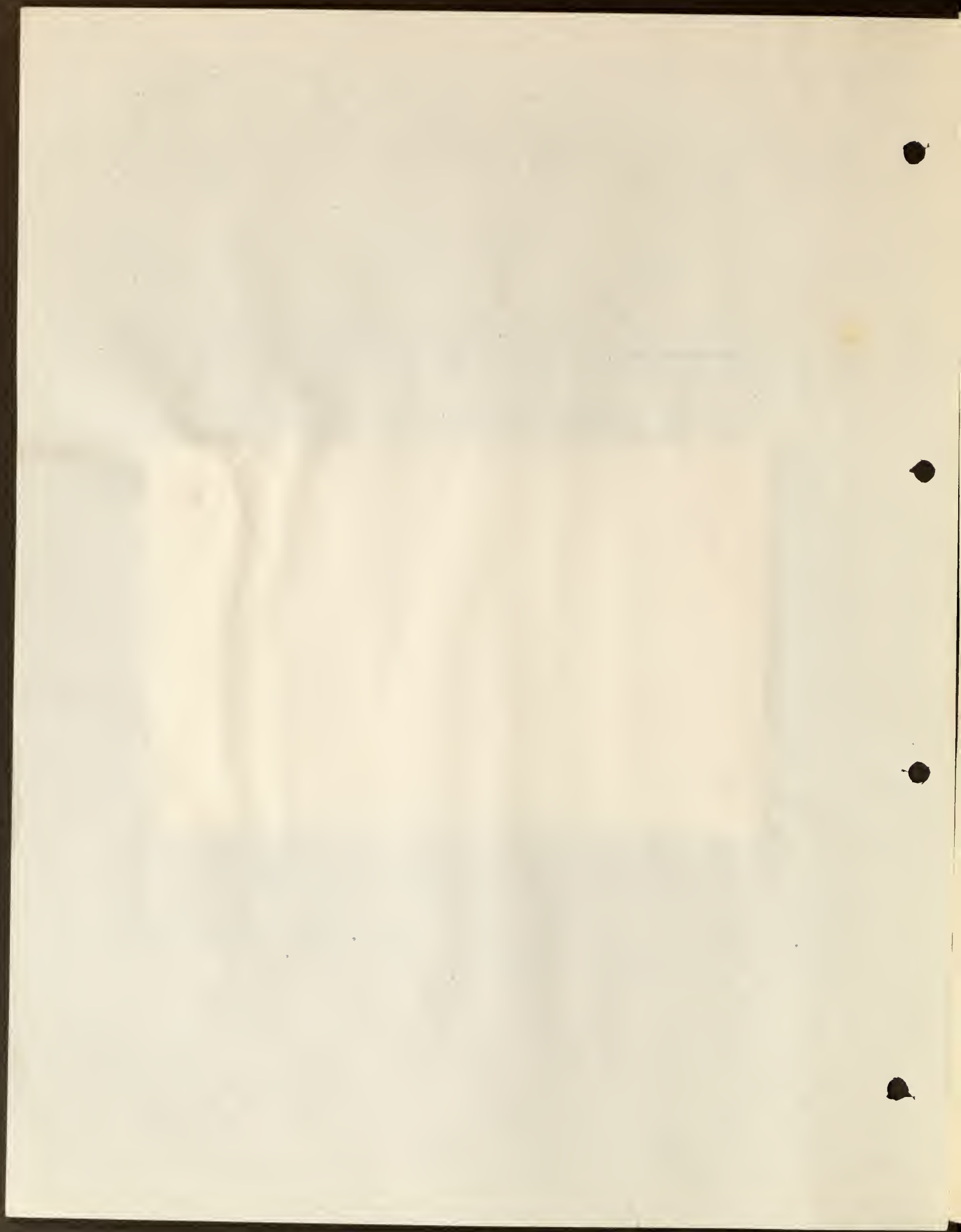
These original plans never materialized owing to the increased friendliness of the United States and the opposition in England to the increased cost of Colonial Defences, which led to the British House of Commons refusing the funds necessary in the elaborate building programme laid out, and this stopped Kingston of being perhaps the strongest fortified place in North America.

Of all these works proposed, Fort Henry was begun in 1832, and was about the only one to be completed according to the original specifications, as a change was found necessary in this elaborate programme of the Defences, because Kingston, at that time, was the Capital, and the proximity of the American Naval Base at Sackett's Harbor, many of the defences intended for the land side were eliminated and attention was focussed upon the lake side. Only the Shoal Tower adhered to the original tower scheme, and this was to receive support from the Market Battery, only 350 feet away, and the land towers were made into redoubts.

CATHCART REDOUBT.



This Redoubt is located on Cedar Island, an island near Fort Henry, and was named after Charles Murray, Lord Cathcart, Governor General of Canada 1846-47. It was erected in 1846, and was under Imperial control until turned over to the Canadian Government in 1870, closed in 1888, and later gutted by fire. It was repaired in 1950, by the T.L. Smith Construction Co. Kingston, Ont.; the contract being let by the Ontario Government.



KINGSTON. ONT.

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CATHCART REDOUBT.

This Redoubt, built in 1846, on Cedar Island is one of the links in the chain of Kingston's Fortifications. Cedar Island, being one of the 1000 islands is a National Park, and is kept up by the Dominion Government. It was named after Charles Murray. Lord Cathcart, Governor General of Canada 1846-47.

On September 12th., 1846, 18 men lost their lives in one accident in connection with the building of this Redoubt. A Boat containing 24 workmen, coming home from their days labor on the tower capsized in Hamilton Cove, and 18 were drowned. One report blamed the steersman, one Edward Anderson, saying he was drunk at the time of the accident; while other accounts heaped praise on him for his heroic efforts to avert the disaster. He was one of the six survivors. As a result of this disaster--Hamilton Cove became known as Deadman's Bay, a name that has stuck to it ever since. The day following this accident, three other men set out in a small craft to search the area for bodies and they were also drowned. Reporting for newspapers at that time was very lax, for the ARGUS, a Kingston weekly, reported that 72 children were left fatherless, but the actual count was only 15. Of the 18, five were single, eight of the married men had families, and five were survived by their widows only. Six of these had left wives or families in Ireland, and the others resided in Kingston. A Subscription was taken up among the civilian and military population and £386 17s. 1d. was contributed. It was decided by an appointed committee composed of Stafford F. Kirkpatrick, Judge of the District Court and Chairman of the Quarter Sessions; Thomas Askew, Manager of the Bank of North America; and John Counter, Mayor of Kingston; to allow £10 to all surviving families of the dead living in Ireland. This was later reduced to £5. Widows in Kingston were to be given a weekly amount, the sum to be continued as long as they remained unmarried. Sometime later this also was changed, and the widows in Canada was given an unstated lump sum.

The only other fatality registered in connection with the building of this redoubt was on July 28th., 1846; when a workman fell from a gangway leading to the tower, and died 36 hours later.

One of the facts worthy of note is that one of the stonemasons, who worked on this Redoubt was Alexander MacKenzie, who later became Prime Minister of Canada, 1874-78.

When completed the Redoubt was fully equipped and was used by the Imperial Government until August 10th., 1870 when it was handed over to Lt-Col. Thomas Wiley, Director of Stores for Canada. Its armament then consisted of 3--32 Pdr. & 3--24 Pdr. Guns with full equipment. It was closed in 1888, little being known of those occupying it.

At present the interior is in ruins, having suffered from many fires while the exterior is in fine condition, and presents a formidable appearance from the water.

In this year, (1950), it is to be repaired, as the contract has already been let to the T.L. Smith Construction Co. of Kingston by the Ontario Government.

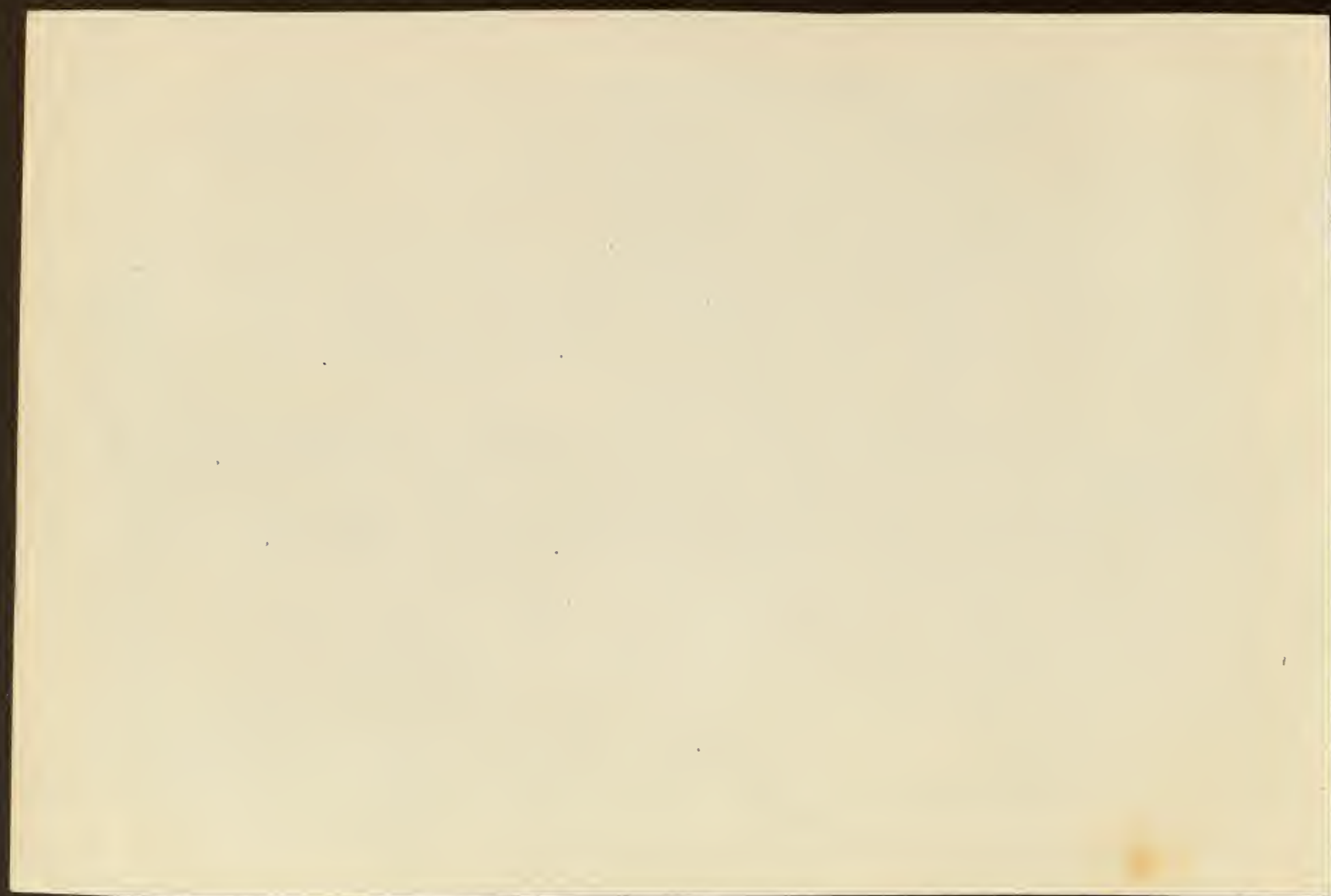
NOTE.

In 1937, divers exploring the bottom of Deadman's Bay brought up the surface what is supposed to be the rudder from the ill-fated boat. This rudder was taken from a boat lying on the river bottom. The fact that the boat is intact and is said to be almost in a perfect state of preservation, Steps are being taken to raise it to the surface for further consideration.

The Market Battery was located in front of the City Hall and stretched from Brock Street to Clarence Street between Ontario Street and the water, being built as one of the interior defences of Kingston in 1848. It was an ornamental fortification and rather elaborate with 15 foot walls on the river side, 8 foot ones on the city side, and contained offices, living quarters, and storehouses as well as the usual defensive accoutrements.

The fact of its position more than anything else perhaps explains why it no longer stands. As the fort fell into disuse, it was sought by the newly formed Kingston & Pembroke Railway Company which wanted an outlet on the waterfront here. The company managed to purchase the fort from the Government, completely without publicity, and tore it down in the early 1880's.

Some of the stones are still on the spot, however, since they were used as building material for the present C.P.R. station. The greater number of them were resold to the military authorities and now form part of the guard houses at the Royal Military College. The rest lie buried somewhere along the roadbed near Pembroke.

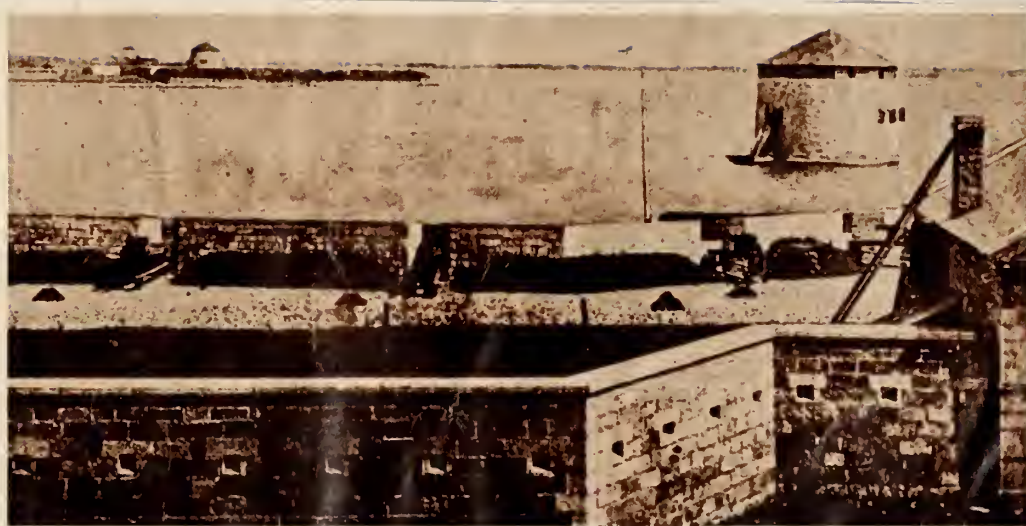


THE MARKET BATTERY.

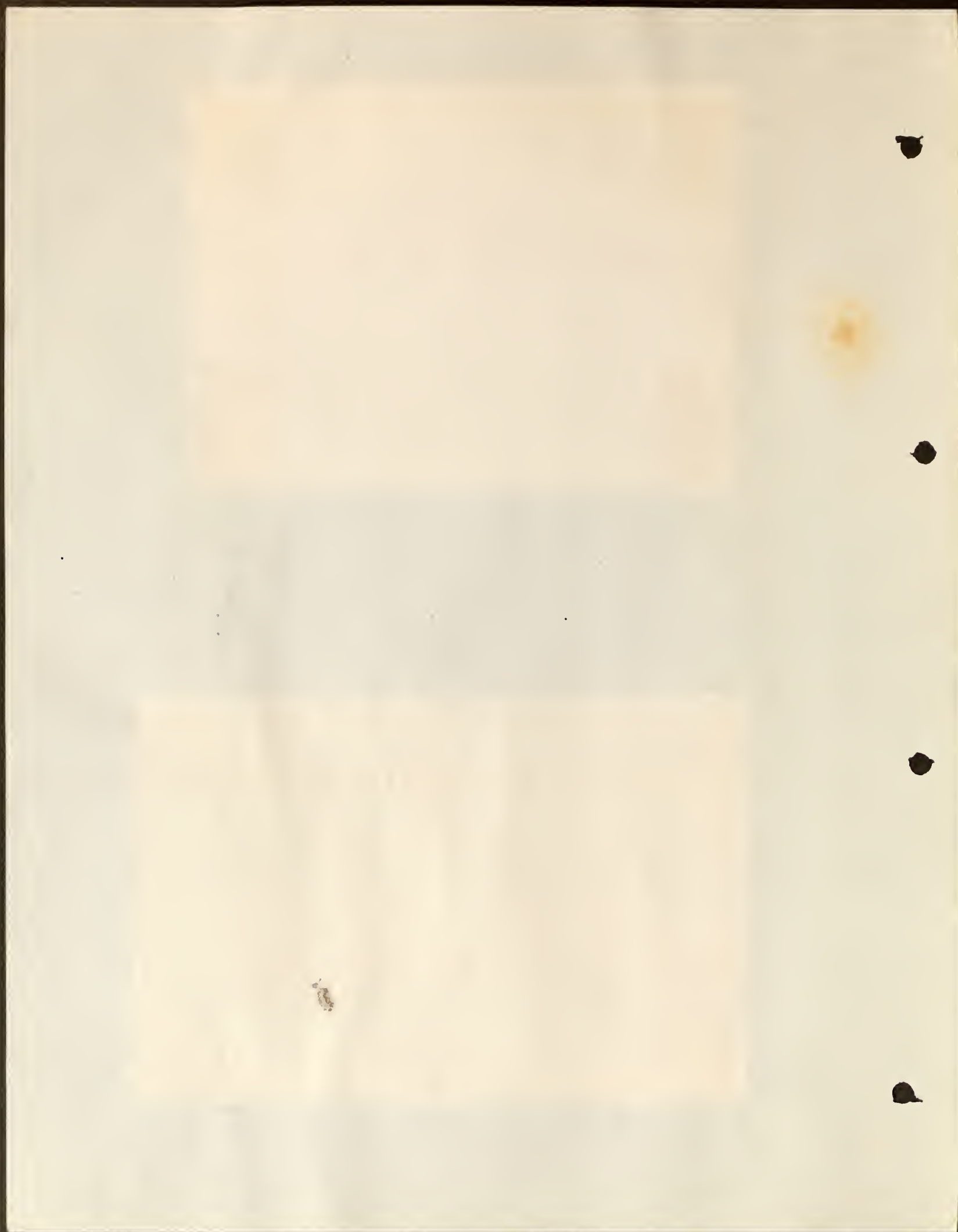


The above picture shows a view of the Market Battery located in front of the City Hall. It was erected in 1848 at a cost of £11,173 Stg. being constructed of cut stone with a very imposing entrance.

When handed over to the Canadian authorities in 1870, its armament consisted of 2-32 Pdr. & 7-24 Pdr. guns and equipment. It was partially torn down in 1874, and completely demolished by 1885.



The Market Battery, which occupied a site guarding the harbor immediately in front of the City Hall entrance and extending from Clarence to Brack streets. The present C.P.R. station and freight sheds now stand on the same site. The Market Battery was an important feature of Kingston's fortifications, but it was partially demolished in 1874 and completely demolished in 1885. (Photo by courtesy of W. H. Craig.)



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Market Battery Plaque.

This Plaque erected just in front of the K.&P. Station bears the following inscription,-

"MARKET BATTERY".

"stood on this site from 1846 to 1875. With the shoal tower opposite it defended Kingston Harbour and the Rideau Canal. From 1875, this was a public park. In 1885, the Kingston & Pembroke Railway Station was built."

"Erected by the Kingston Historical Society 1955."



The above picture shows Mayor George Clark Wright (left) receiving the papers for this new Plaque from Lt-Col. C.M. Strange, President of the Kingston Historical Society. This Plaque was accepted by the Mayor on July 27th., 1955. The Plaque commemorates the emplacement of cannon which along with the Shoal Tower, Fort Frederick, and Murney Tower stood guard over the Kingston Harbour in the city's earlier days.

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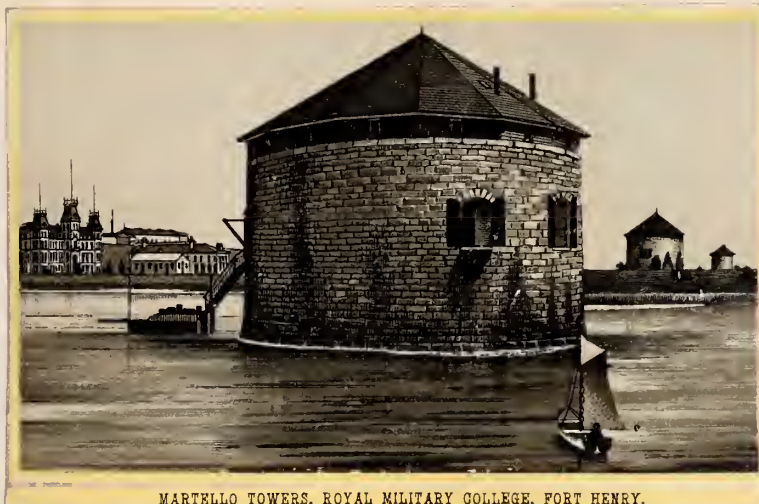
SHOAL or VICTORIA TOWER.

This Shoal Tower, originally named Victoria Tower, is perhaps the most interesting from the point of construction its position making work so difficult. The construction problems were numerous, and the equipment of that day curtailed much of the speed of the work. A Cofferdam was necessary before the foundation of the tower could be commenced, and this was built on the ice during the winter, and allowed to sink in position with the spring thaw. This cofferdam was finished on March 20th, 1946; and the ice went out of the harbour on March 31st. As soon as the dam was on the harbour bed pumps were employed to pump the water from it. A total of 15 pumps was reported in action with six or seven men working on each. The area to be pumped was 90 feet in diameter, and from two to seven feet deep, and the pumping did not end until June 19th. John H. Greer was the contractor for this section of the work. The stone work was started the next day but the work was not completed until September 30th, 1947. William Murray had received the contract of building this tower from Sir Richard Bonnycastle, O.C. of the R.E.'s. in Kingston at that time. Total Cost was 8725 Stg.

When completed, it was fully equipped and used by the Imperial troops until August 10th, 1870 when it was handed over to the Canadian Government, its armament at that time consisted of 6--32 Pdr. guns and equipment.

For a number of years afterwards this tower was used as a residence for married personnel of the army. In 1889, a J. Marsh was the caretaker. Another time it was occupied by an old R.C.F. Artilleryman named Hamilton; and the last known caretaker was W. Bramah in 1895.

This year (1950), this tower is to be repaired, as the contract has already been let to the T.L. Smith Construction Co. of Kingston by the Ontario Government



MARTELLO TOWERS, ROYAL MILITARY COLLEGE, PORT HENRY.

This Old View of the Tower shows the pier and mode of entrance to the Tower



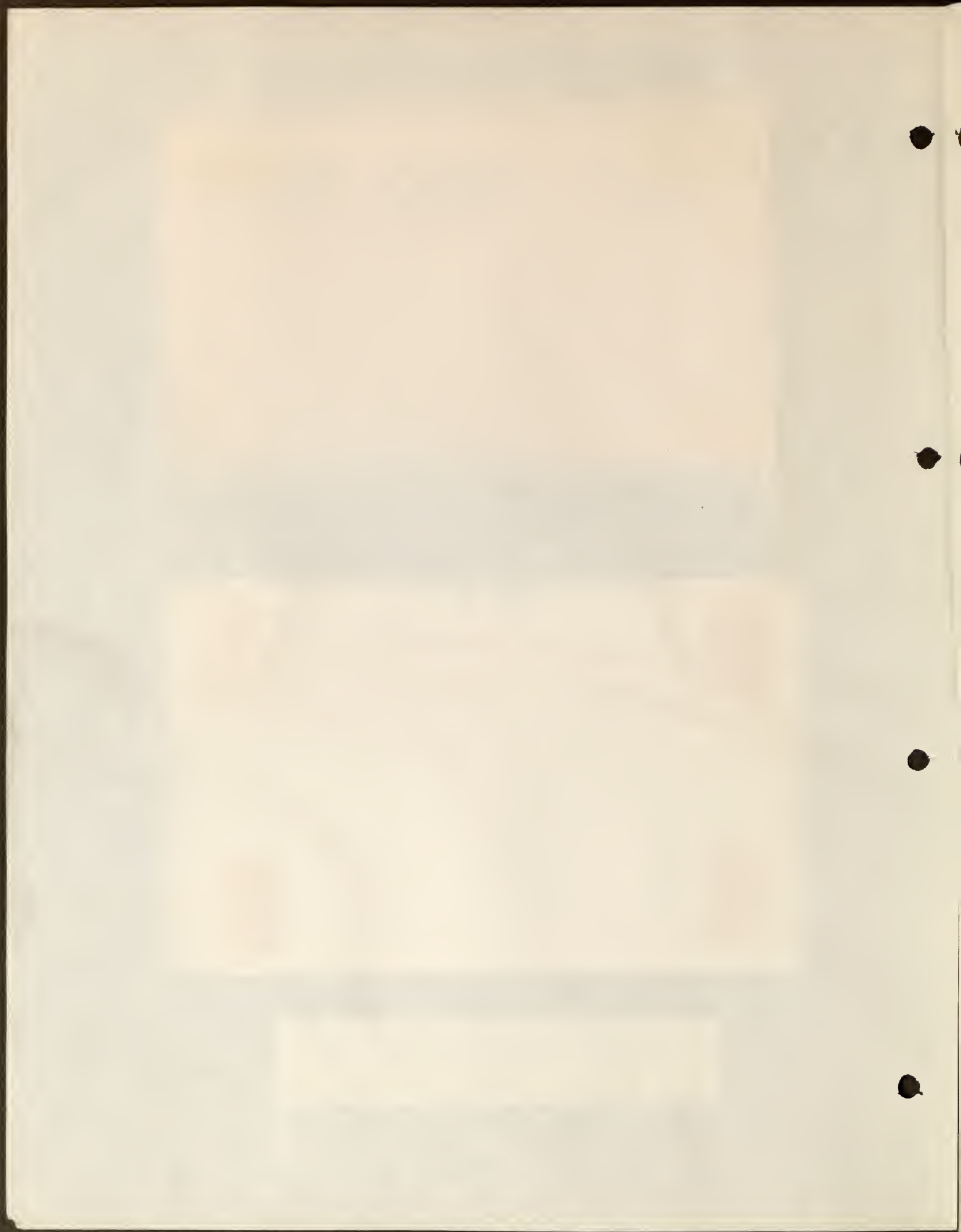
Snap taken about 1925.



Snap ,without its top;was denuded
about 1928.



Snap of the Shoal Tower after it was
re-roofed and repaired.
(about 1952).



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FORT FREDERICK.

This Fort was completed in 1846, and called after Sir Frederick Haldimand, a Swiss officer, and Governor General of Canada, 1778-1784. It was under Imperial control until 1870, when it was handed over to the Canadian Government in 1870. Used as housing quarters for married soldiers of the garrison until about 1890. Now is controlled by the Royal Military College being used as a Museum and Clubroom.

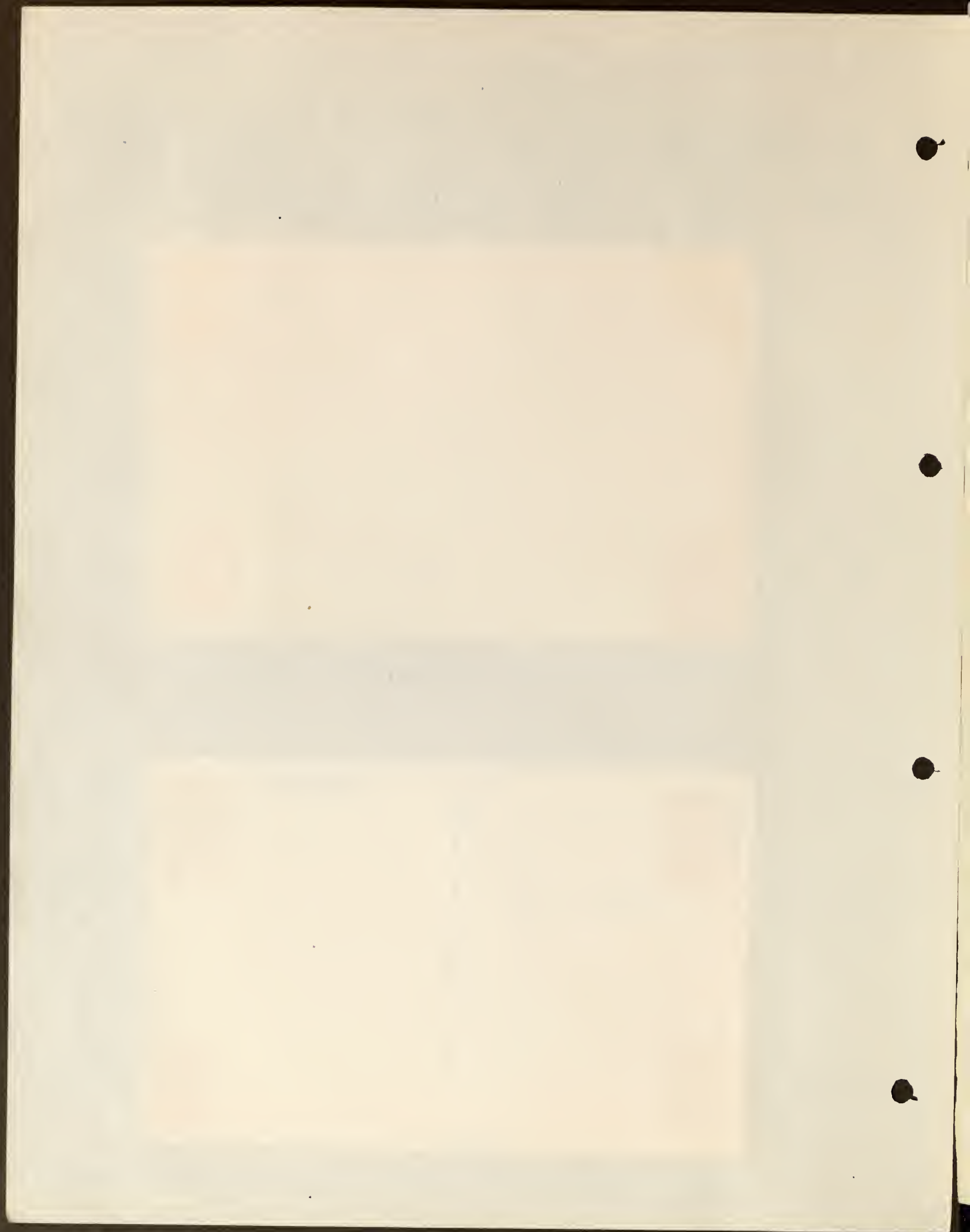


Fort Frederick.

View looking north and showing the R.M.C. in the distance.



View of the Fort and enclosure looking westward, the conical top removed. Kingston may be seen in the distance.



KINGSTON.ONT.

ARTILLERY PARK BARRACKS.

This Barracks, situated at the head of Barrack St between Bagot and Montreal St's, was erected in 1843 on what was known as the Garrison Garden Reserve. When completed it had cost £3000 Stg. It was first occupied by the Royal Artillery, and was under Imperial control until handed over to the Director of Stores of Canada by Lt. Gehle, R.E. on July 19th., 1870. On the order of Lt-Col. Powell, D.A.G. this Barracks was handed over to the District Staff Officer at Kingston, for the purpose of housing the two depot companies of the Red River Force, then being under organization at Kingston. The Gun Sheds and Stables were in temporary possession of the Kingston Volunteer Cavalry and a Field Battery of Artillery.



Afterwards on the organization of "B" Battery, R.C.A. it became their home, and was still occupied by them when they became the R.C. H.A. On the outbreak of World War I, this Battery went to Europe, and the Barracks was occupied for a short time by the 5th. Co. Canadian Engineers, and then became the home of the 14th. Guard, who were doing Guard Duty at the Fort, and other strategic points in the city. In 1917, the Guard being moved to Fort Henry, certain overseas units and #3 Special Service Co. lived there. When the Battery returned they again occupied the Barracks. At the present, (1950); it is the home of the R.C.A.S.C.



Barracks.



Offices.

At the rear of this Barracks there was a sample of the old picket fence, it being between the Barracks and the rear of St Pauls church burying ground. Was there for years and was even there until the late 1930's.

The first view shown of the Barracks is taken from Montreal St., showing St Pauls Anglican Church in the rear. Between the Barracks and the church stands a section of the old picket fence, and is still in existence. The lower picture of the Barracks is taken from Barrack St. Corner Barrack & Bagot St's. On this same corner is the stone building called the Offices. Upstairs was the Orderly Room and downstairs front was the Detention Cells, while the rear was the Quarter Masters Stores, this latter also had an entrance on Bagot St. and further along on Bagot St was what was known as the Gun Sheds, this is at present occupied by the R.C.E.



BATTERY STABLES.

These Stables were erected for to house the horses of the Battery, which occupied the Barracks. During World War I, they were fitted up and used as quarters for Overseas troops, being first used by one half of the 21st. Battalion. C.E.F.; (the other half being located at the Cereal Building, Foot of Gore St.) The Executive Offices being in the Armouries. When the 21st. left for overseas, these same stables were occupied by drafts of the 39th., 59th., 80th., 146th., & 253 rd., Battalions C.E.F.; also by the first Depot Regiment, Eastern Ontario.

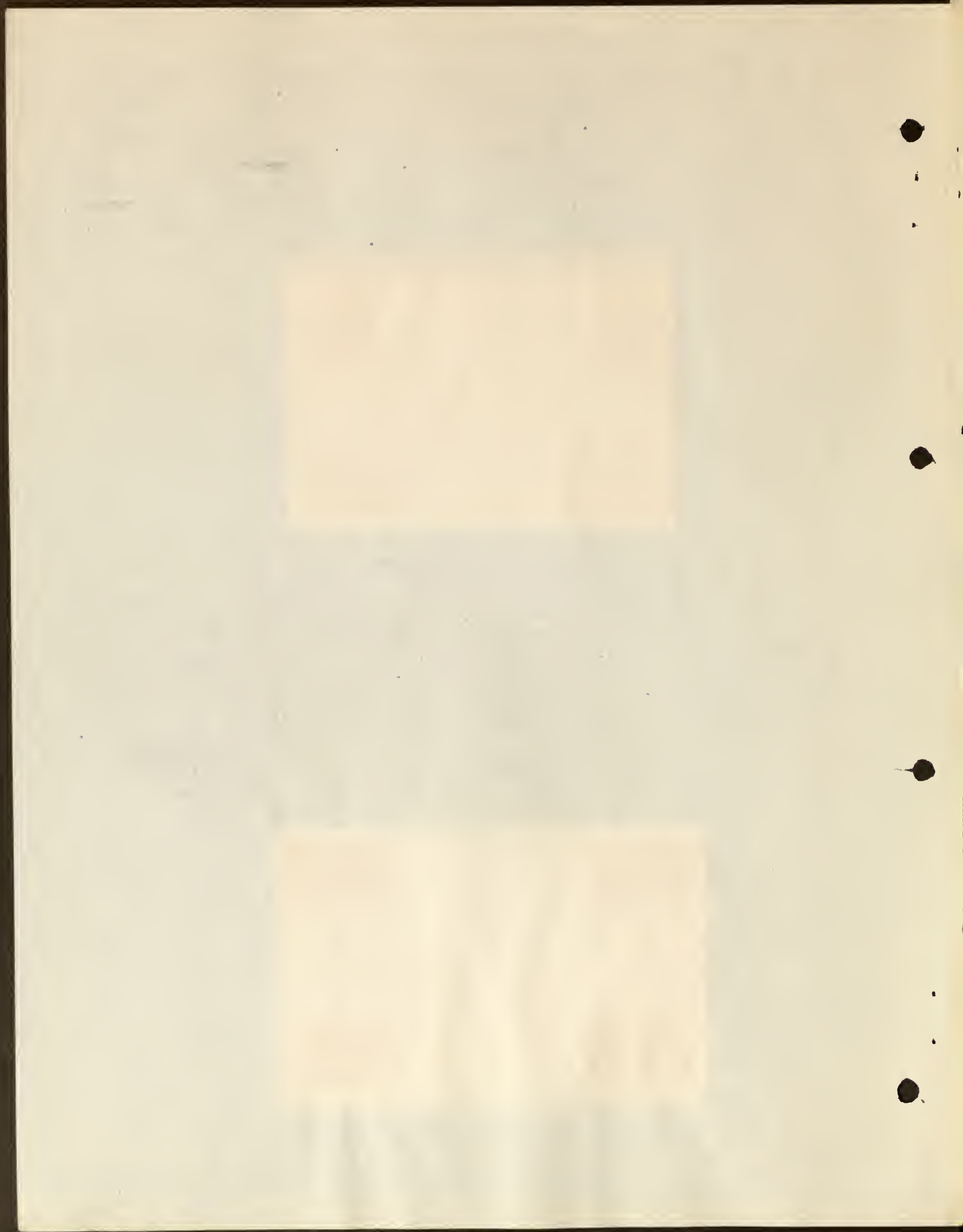
When the Barracks again became the home of the Battery, it still became the Barrack Stables until the unit was mechanized. Now they are turned into garages for the vehicles of the R.C.A.S.C.



THE ARMOURIES, KINGSTON, ONT., CANADA

THE ARMOURIES

This fine building erected of limestone is on Montreal St.



KINGSTON.ONT.

MURNEY REDOUBT.

This Redoubt was erected on Murney Point in 1846. This Point received its name from a former owner Captain Henry James Murney, master of a merchant vessel; who had applied for 1200 acres of land, and a town lot in Kingston in 1795. He received only 200 acres, and he purchased the point adjoining his land from Capt. Mihel Grass, who had received it about 1791. It had been first called Grass's Point but became known as Murney Point. In time the point became the property of the Marine Railway Co. from whom it was purchased by the Government in 1840.

A loop-holed Guard-house had been built on this point in 1837, but when the redoubt was started this was torn down. George Davidson received the contract for construction, and it was completed in four and a half months. (These Towers were copied after a naval defence tower in Corsica, which had withstood attacks, and wrecked disastrous havoc among a British landing party in 1793. They were called Martello Towers.) This Redoubt is one of the finest pieces of Masonry in Canada, and on July 8th., 1846, the Royal Artillery placed a cannon in position on top of the stonework of the tower, for the purpose of trying the strength of the work, and the test was successful.

When completed, the Tower was called MURRAY TOWER being named after Sir George Murray, one time Master Gunner of the Ordnance, and Colonel-in-Chief of the R.A. & R.E. He had been in charge of the erection of the fortifications at Kingston, but had died a few days before the completion of this tower, and it was referred to as a fitting monument to his memory.

The two names MURNEY and MURRAY, being so much alike the people still called it Murney Tower, and the authorities realizing it was unwise to oppose public opinion on the matter, swung into line and its future name became Murney Redoubt. Upon looking at the stone above the entrance, it may be noticed that the name is spelled MURNAY, the letter "N" being of lead instead of stone. When this was changed is not known; but in a plan of the proposed frame roof, which was placed upon the tower in 1867, spells the name MURNAY, it is natural to assume, that the name was changed around that date. From time to time different spellings of the name have appeared such as MURNEY; MURNAY; MORNEY; & MOURNEY; but the first spelling is perhaps the correct one.

XX For a short time after it was built it was garrisoned by Imperial troops, and when it was turned over by the R.E. to Thos. Wiley Master of Ordnance for the Government of Canada, its armament consisted 3--32 Pdrs. and equipment. Date was August 10th., 1870. These Towers then became the homes of the married personnel of the garrison, and Murney Tower was the home of Cpl. and Mrs J. Pugh. In June 1870, a son William was born in the building, who, in turn became a soldier, and is now retired and living in Kingston. (1950). In 1871, the Pugh family moved to Quebec, but in 1880, on their return to Kingston again occupied the Redoubt, and in May 1882, a daughter was born in the family, and she was named MURNEY MAY. (In honor of the Tower and the month in which she was born.). (A grandson of William is called MARTELLO).

In 1884, this Tower was occupied by Gunner James Adair, and the next year when Adair went west to the scene of the North West Rebellion, it became the quarters of a small detachment of men who did sentry duty; other detachments being stationed in the other towers for the same purpose. In 1889, this Tower was occupied by John Hopson, a carpenter in the Battery, (he had a large family four boys and six girls.). He was apparently the last one to occupy the redoubt as it was closed in 1890.

XX

One of the four Martello Towers built in 1846 as a series of coastal defences designed to protect Kingston's Harbour. When completed it was garrisoned by one Officer and 22 other ranks, receiving their reserves from Fort Henry when necessary.

XXX

A central pillar supports the heavy 32 Pdr. gun with 1½" mile range that is in the tower. A wooden ceiling was built to protect the tower from weather when not in use. In event of an attack this ceiling was designed to fall into the deep ditch that surrounds the tower and could be erected again by means of a pulley system. The large gun on top of the tower is on a tract, so it could be fired in any direction.

Ammunition spaces were cut into the wall to protect the shot and cannon balls from getting wet. A gutter was designed to catch the water (rain) and was around the ~~XXXX~~ of the floor tower being so arranged that the water was carried through ~~pipes~~ pipes on the central stone pillar into the cistern.

(This Cistern is now used as a "wishing Well" which is cleared annually, the proceeds being donated to the Kingston Branch of the Canadian National Institute for the Blind).

Four Carronades like, cannons, with a range of 180 yards, are on the main floor, one at each of the three windows and the fourth at the door so that they were facing in all directions. The cannons fired cannister and grapeshot. Four capponiers in the cellar, facing in each direction were additional means of defence.

In 1895, when the adjoining land was taken over by the city for the use of a Park, a stone parapet about four feet high was built around the moat to keep the people from falling into it, this wall being cemented while it is noticable that the stones underneath are placed one on top of the other without anything between. During the following years it slowly crumbled but in 1925, it was restored to its former state and handed over to the Kingston Historical Society to be used as a Museum. Officially opened on Saturday, August 1st., 1925, with William Smeaton as Curator. Has been used as such ever since, being open during the summer months for tourist traffic.



Murney Redoubt.

XXX A Short Description of the Tower is as follows, - Atop the Tower is a gun platform, reached by a winding stair cut in the wall. A 30 Pdr. cannon is mounted on a circular track, which enables it to be turned in any direction with comparative ease. A Platform slopes gently outward to a trough, which carries all rain water through pipes to a cistern in the basement; where it could be pumped to the living quarters on the main floor to be used for cooling purposes or drinking if necessary. (See the section on fortifications for the details of this water system). The circular shape of the tower made it possible to meet attacks from any quarter, and since attacks were expected to come from the water, the parapet, surrounding the gun platform was built some three feet lower directly facing the lake, and graduated upwards on the sides. The walls of the tower itself is 12' thick on the south, and graduated to seven feet on the opposite side. This extra thickness was to withstand cannon fire from attacking ships.

The fact that the tower was built on a rising slope added to the difficulties of a landing party, as did the deep moat which was constructed around it. The Moat was not intended to hold water, and small projecting "capponnieres" were built out from the lower walls so that snipers could shoot any attackers, who managed to escape gunfire from the top of the platform and reach the ditch.

Four gun embrasures were built in the walls on the main floor, and mounted with 32 Pdr. carronades. The door into the redoubt was made high above the ground level on the north side, and is reached by a narrow wooden bridge spanning the moat.

The Basement contains storerooms and Magazine. The latter is lined with bricks to prevent moisture from penetrating through the walls, and if filled to capacity, would contain 66 bbls. of powder and 74 cases of ammunition. Entrance to the magazine is made through two doors, the outer one being closed before opening the inner one. This system was to prevent any gust of wind carrying



Tower with the top restored after the blow in 1921,,
and new trees planted to replace those uprooted during the storm.

When it was handed over by the Imperial Government in 1870, its
armament consisted of 2-32 Pdr.guns and equipment.

particles of powder outside the room to contact inflammatory substances. Since a lantern was needed to light the room, a glass window to hold it was constructed between the passage and the magazine, thus no lantern ever entered the inside, all the light being through the window. As it was dangerous to allow any metal in the room, for fear, it might by being struck suddenly create a spark, the flooring was laid with wooden pegs. All metal hinges, which were essential were heavily coated with paint as an insulation.

The living quarters were in a large circular room, 30 ft. in diameter, which comprises the main floor. The ceiling is arched with a central supporting column of great thickness. The cooking apparatus consists of two large cauldrons placed over a firebox in a recess in the wall. From the rear of one cauldron, a pipe emerges leading through the stone wall, and back into the second pot to recondense the steam given off in cooking, so that the water could be used again in case of necessity. The actual construction of the tower is a marvel in masonry, especially the ceiling of the living quarters with its arched grace and symmetry. Each stone was cut to fit careful mathematical calculations, and is placed so that, in the event of mortar working loose from its place in an engagement, the whole structure would lock more tightly together.



In 1921, during a gale of wind, the top was blown off this tower, and carried up Barrie St. where it hit and killed a child. The tree uprooted in the picture is the same tree shown in the previous picture, so you can see the time elapsed between the two pictures.

On the front of the tower, just to the right of the door is a bronze plate with the following inscription,-

" This Tower was built by the Canadian Government in 1846, as a Defence for Kingston Harbour, and the Terminus of the Rideau Canal".

When these towers were completed, they were furnished by the Imperial Government and for a time small detachments of men were stationed in them. When Confederation took place in Canada, it was decided that Canada should look after her own Defences; and all the Defences in Canada, with the exception of the Citadel at Halifax, N.S. and a base at Esquimaux, B.C. were handed over to the Canadian Government in 1870. Britain still garrisoned these two places until about 1905, when the last of the Imperial Troops were withdrawn.

None of the Defences at Kingston ever saw an angry shot fired; the closest approach of an attack on any of them was that of Fort Henry in 1838. In that year Sir Francis Bond Head, then Governor of Upper Canada had sent all available regular troops to Lower Canada to quell the Patriot Rebellion there. Van Ransellaer, a sympathizer of the Canadian rebels in Upper Canada, formed a plan to capture Fort Henry, with the aid of a traitor, who was to spike the guns at the Fort and open the gates. The plot was discovered, and when Ransellaer and his men crossed to Hickory Island, about 1600 Canadian Militiamen garrisoned Fort Henry, and prepared to give him a reception. Van Ransellaer got cold feet and retreated back to the United States.

The Martello Towers were designed to be self contained, they were constructed to permit covering the top with a wooden roof to protect the garrison from the rigors of the Canadian winters, but these roofs could be quickly removed in case of an emergency. In times of siege, when access was cut off the garrisons would have been able to draw their water supplies from the elements. A system was designed to capture rain water on the bowl shaped roof, which was piped to cisterns in the basement through the kitchen ranges, where it was boiled, and also where the steam from the cooking pots was captured, condensed, and piped to storage tanks, where it was kept for use as drinking water and for cooking purposes. This ingenious device used and reused the same water.

A List of some of the articles in the Museum.

- A native shield from Borneo.
- A whaling harpoon.
- A sword carried through the Battle of Waterloo.
- A silver chest that came to Canada in 1858 with Capt. Taylor of the R.E.
- A wood carving from a Chinese shrine.
- Helmets, Firearms, and Soldier Insignia.
- Pair of wooden nails from the 12th Century roof of Westminster Hall, scene of the great state trials of English History.
- Relics of domestic homes in Upper Canada in pioneer days, such as Candle Moulds, Woman's hat moulds, Bellows, Wool Binder, black cooking pot, an early sewing machine, and a spinning wheel (1700).
- Old pictures and sketches.
- An elaborate floral wreath composed entirely of human hair.
- A silver Service donated by Lt-Col. Strange, who was for over 25 years curator of the Museum.

Century-old Murney Tower Birthplace of William Pugh

William Pugh, Earl Street, is probably the closest living link between Kingston of 1946 and the newly-incorporated city of 100 years ago. Mr. Pugh was born in Murney Redoubt, one of the fortifications whose construction in 1846 was responsible for much of the city's growth.

Son of Thomas Pugh, an army man stationed as guard at the redoubt, Mr. Pugh and his sister, Murney May, both spent the first years of their life in the old fortification. When they left they took with them a love for the military life which has made the name of Pugh synonymous with army life in Kingston.

* * *

MR. PUGH JOINED the army himself at 13, and all seven of his sons have chosen military careers. Three of them went overseas with the Royal Canadian Garrison Artillery in World War I and five of them were members of the Royal Canadian Horse Artillery during the second conflict. The one who made the trip twice was Martello Pugh, who was accompanied to World War II by his son, Martello, jr., both of whom were named for Kingston's peculiar fortifications.

Mr. Pugh's two sisters, Murney May and Lillian, not to be outdone, went overseas as nurses during the first war. One brother, Stanley, was in the South African War; another brother, James, was a member of the PWOR during the

war of 1914-18, and yet a third brother, Lt.-Col. T. Pugh, is still in the service.

Hardships of army life meant nothing to any of the Pugh family according to the member who was introduced to barrack life from the time of his first breath.

* * *

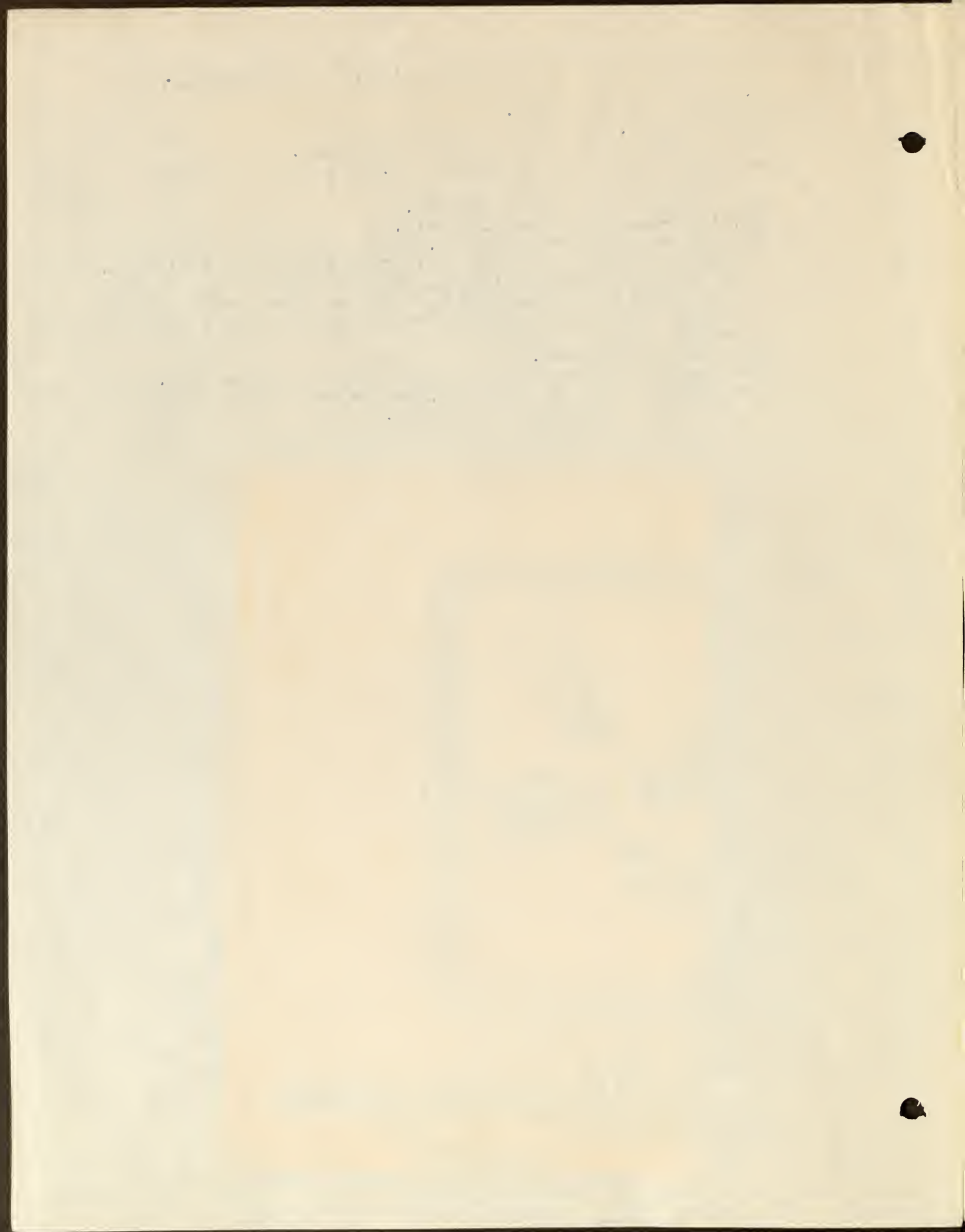
"WE LIVED on the main floor of the tower," he says in reference to his early life in Murney Redoubt. "Underneath us was a cellar full of powder and ammunition, and above us was a huge gun that swung about on rollers and could be pointed in any direction." During his experience it was never fired, he added.

"Our only source of water was the river, which was all right in winter time, but which proved pretty muddy often in the summer when the waves were beating in on shore."

On several occasions, he recalled, it was impossible even to get to the river since the drawbridge had blown down during a storm and the whole family had been left marooned within the redoubt. In such an emergency someone had to get out by means of a rope and send word to the garrison officials regarding the plight of the tower dwellers.

* * *

THE MURNEY REDOUBT was abandoned by the British Army in 1871, Mr. Pugh stated, and there seems no record of its having been kept up at all after that.



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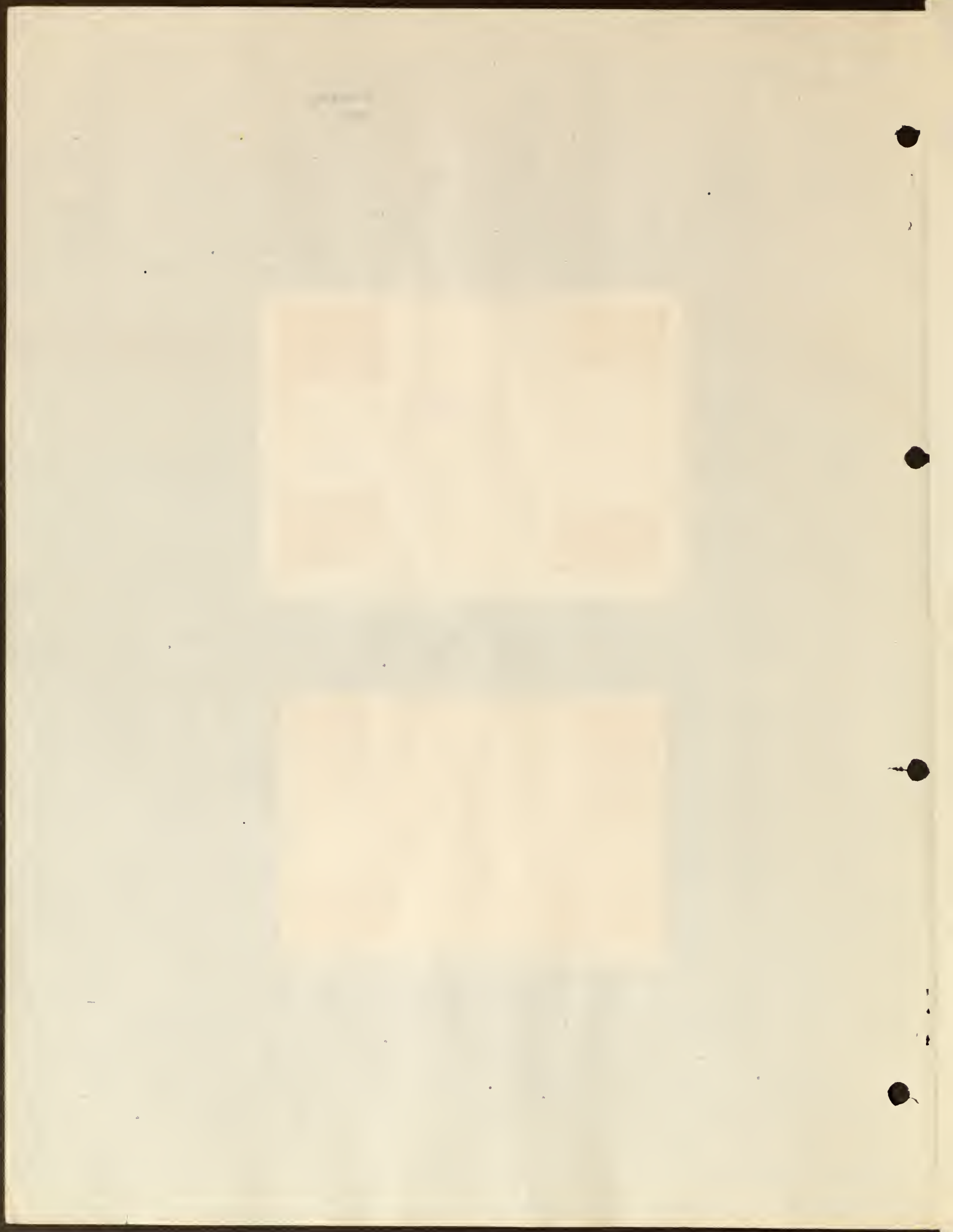
was built about the year 1900. For a time the Executive Offices of M.D.#3, occupied the second floor; but when the Offices were moved to St. Helens on King St; the whole building was occupied by Militia Units for training purposes. Behind the Armouries may be seen the roof of Central School, and for a long time between the two buildings was an old piece of the picket palisade. This was removed when the Shooting Gallery was erected in the rear of the Armouries in late years. This old picket fence was part of an old Redan Battery which stood there for a number of years. It was armed with four guns and protected with earthworks. In front of the Central School ran the old palisade fence, on the east side of Sydenham St. and this part of the old stockade disappeared when the School was erected.



Another picture of the Armouries taken from the north.
THE OLD RIDING SCHOOL.



This old Building is on Wellington St. and occupies a plot extending from Barrack St. to Place d'Arms. It was long used as a place to train recruits in horsemanship. Built of wood, it had sawdust floors. Was also used as a Veterinary Hospital for the Battery horses. When the Units became Mechanized its usefulness became negligent and it was torn down. It was surrounded by an old picket palisade fence, as can clearly be seen. This has also disappeared.



PORTSMOUTH. ONT.

The History of this village dates back to the time when the Government Drydocks shut down at Point Frederick, Kingston. With the opening of the Rideau Canal there was a brisk trade in Shipbuilding, and new Dockyards were opened up at Garden Island and Portsmouth. Hatter's Bay, as it was then called, became of considerable importance in this line, and by 1857 had a large Marine Railway and Shipyard, and a population of about 750. It was incorporated a village in 1858, and by 1865 had a population of 1500 due to four large first class ships for the English trade or market being on the stocks in a course of completion.

These ships, each of 1000 ton burden were built by Edward Barry & Co.

This village reached its zenith in 1866; when that same English firm, Edward Barry & Co. had 15 ocean-going sailing vessels completed there, some of them being full-rigged. As they were launched, one by one, they were tied up to the inner side of the pier while they were outfitted.

In 1865, the present Town Hall was started at a cost of \$2,000, the building to contain a Hall, Fire engine space, Armoury & Magazine for the village Volunteer Rifle Corps, (Capt. J.P. Litchfield); Clerk's Office and Lockup.

The Harbour inside the long pier has also been used as a grain-shipping station several times since, and there have been as many as 20 vessels at one time there waiting to be unloaded.

William Mudie, father of John Mudie, formerly a law partner of George M. MacDonnell, was the first Reeve of Portsmouth, and James Fisher one of the first Councillors.

In the '60's John Carruthers and Alexander Gunn conducted a Tannery on Main St.; it was an extensive establishment reaching from the water front up to Logan Ave. This tannery specialized in sole leather and Gunn took the Gold Medal for leather at the Centennial Exhibition in 1875 at Philadelphia, Pa. This factory burned down in the early '80's.

The Morton's, who owned a Distillery between Kingston and Portsmouth, had the "Queen of the Lakes", "Banshee", & "Willie Nicol"; schooners used for carrying wheat, rye, and Barley in connection with their distillery and brewing business, built at the yards at Portsmouth.

The first busline operating from Portsmouth to Kingston was called "Terratt's Bus Line", and these horse cars ran only as far as the Penitentiary Hill. This line was bought out by a Mr. Rumsden, wood-worker, (also the village undertaker), and he continued the run to the Asylum Hill. His establishment was just opposite of the present barber shop.

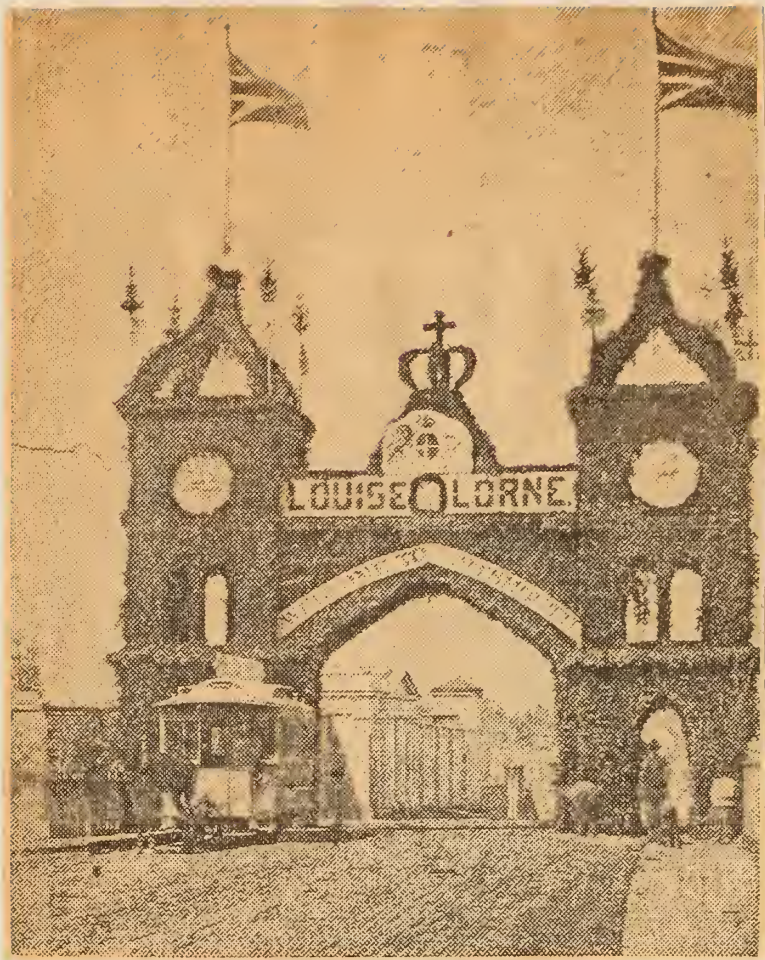
By 1901, the population had dwindled to about 1000, but still had a Shipyard run by the Kingston & Montreal Forwarding Co. (James Stewart, afterwards Postmaster of Kingston, was at that time its Manager).

For a time Portsmouth was quite a busy little place, with two Shipyards, Tannery, Brewery, Carriage Factory, and 15 stores. Also had two schools, and three churches.

For many years James Fisher ran a Brewery known as the Fishers Brewery, this was later carried on by his son John. Later this was taken over by the Lake Ontario Brewery Co. When this company ceased to exist the building was remodelled into a Hotel, and is now being conducted as such.

Eli Faden, was many years ago a Market Gardner on King St, and his sons succeeded him and are still carrying on. He was the first to introduce the covered market waggon.

In 1865, Rev. John Howat was the Minister at the Presbyterian & church. Later he was a Professor at Queen's Theological College, and Assistant Minister of St Andrew's Church in Kingston.



Penitentiary Arch.

This Arch was erected on the Penitentiary Hill at Portsmouth on the occasion of the visit of Princess Louise of Lorne. Note the horse drawn street car in the foreground.

VILLAGE OF PORTSMOUTH

Portsmouth became an incorporated village in 1860, the only one in the County of Frontenac.

or six families attended, and a man by the name of John Greer was one of the first Sunday School superintendents. The minister at that time had to go from Kingston to Portsmouth every Sunday to preach, and it was usually the minister from Sydenham St Methodist church, who conducted the services there. Services were held sometimes in the afternoon and sometimes in the evening. All records in connection with the history and foundation and founders of this church have been lost.

In present days the Minister in charge is usually a student minister from Queens University.



St. John's Anglican Church.

This Church was erected sometime in the 50's, and the Rev. F. W. Dobbs was the first Anglican Minister.

In 1931, the Rector of the church was the Rev A. E. Smart, and he was also appointed Chaplain of the Preferred Class Penitentiary. He was later appointed a Canon. On his death, the Rev. Minto Swann became Rector.





Church of the Good Thief, Portsmouth

This Church, erected at the western limit of the town, is a beautiful stone structure, and was said to have built by Prison Labor. For many years the priest in charge was the Rev. Dr. W. S. Kingsley, who was also R. C. Chaplain to the Penitentiary.

Schools.

The first public school in Portsmouth was opened in 1845, and was presided over by a Mrs. Mozier in a private dwelling. It was moved shortly afterwards to a building on the hill opposite to the North Gate of the Penitentiary, and at that time was called the "Blue School House" and a Mr. Stratton was the schoolmaster. This building had been used as a Blacksmith shop for a Cavalry troop stationed there.

In 1850, a new stone school-house was erected on the western side of the village with seats for 60 pupils. Its first teacher was Thomas Baker, and the trustees were Messrs. James Schroeder, Robert Brash, and William Mudie. William Graham was Sec-Treas. and continued so until 1895, and was succeeded by his son Thomas, (now, 1930, in service over 30 years). The schoolhouse was enlarged in 1886, by the addition of an "L" shaped wing, so as to treble its capacity; and was composed of two large class-rooms with cloak-rooms, etc. (120 pupils then in attendance). It was then styled as an urban school, and was one of the best furnished schools in the county, and possessed a library of about 400 volumes.

The Board of Education of Portsmouth school is as follows, (1930).

Chairman.....James Mills.

Trustees.....William Ferrin, James Edwards, William Fabst, and Ephraim Wincaid. (Dowdell, Asst. 100 pupils.

School-two roomed on Centre St. Miss Grace Wood Principal, Miss Marion



The Seperate also dates back to 1850, when one was established in a house on Richard St, near the waterfront. The present seperate school on John St, was erected in 1859 by a subscription list headed by Bishop Horan, Rev. Fr. Dollard; and Very Rev. Angus Macdonnell, V.G.). (G.N. Ault who established a ship yard in Portsmouth was one of the Protestant subscribers). The first teacher, of whom there is any record was a Miss McGrier, who afterwards became Sister Mary Agnes of the Sisters of Charity of the House of Providence. (She was in charge of the school in 1856.

In 1862, O'shaughnessy was the teacher. In 1886 the schoolhouse was rebuilt and a few years ago general improvements were made to the school buildings and the Sisters of Charity, House of Providence have been teaching there since 1911.

Board of Education of the Seperate School was as follows in 1930, -

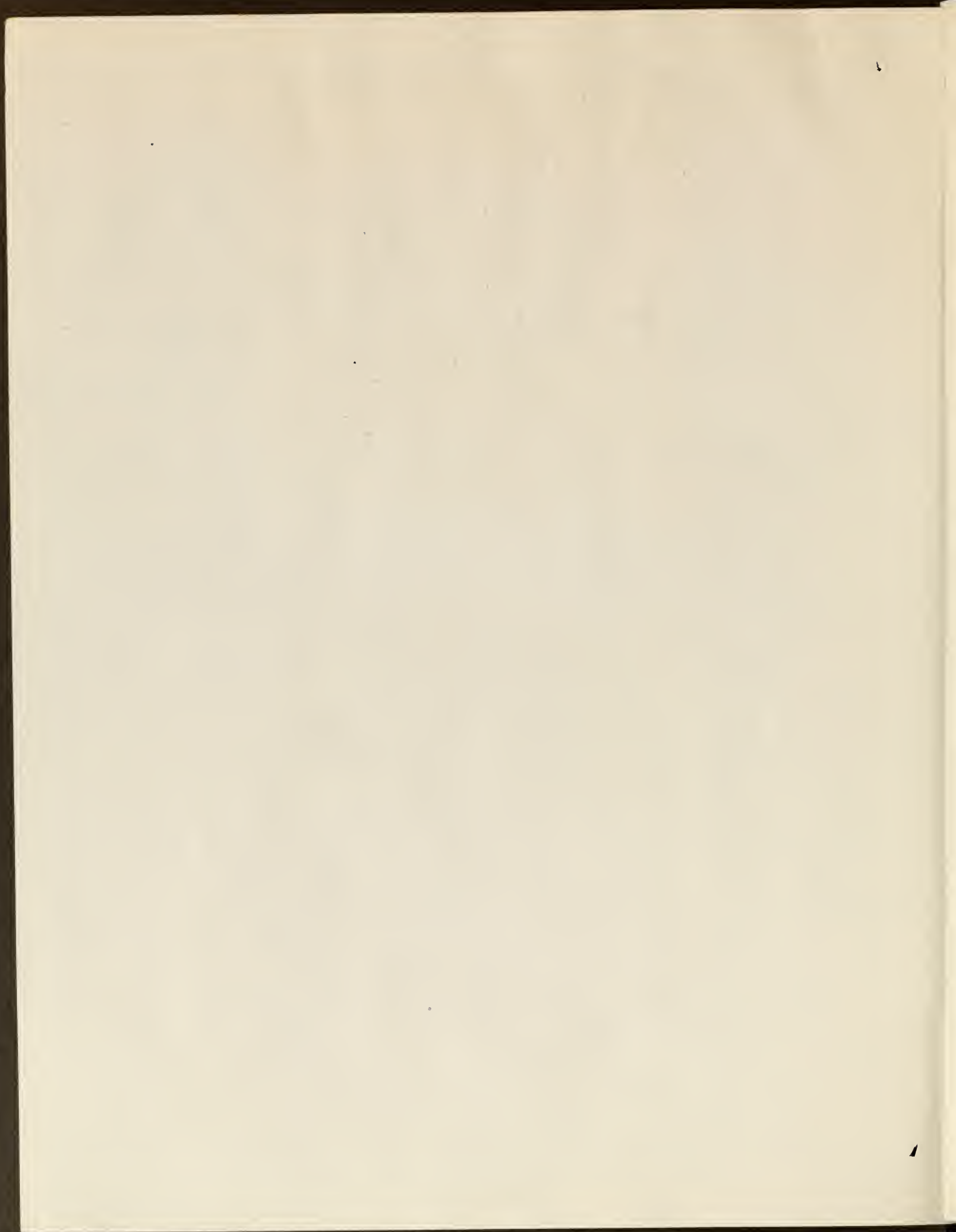
Chairman.....Rev. Dr. W.S. Kingsley.

Trustees.....Thomas Guthrie, Sr.; Thomas Tobin; John McKeown;
and F.J. Doyle.

(The latter is also Sec. having held office for
21 years).

School has 62 pupils, and Rev. Sister Mary Williams is the teacher in charge.

Portsmouth was annexed by the City of Kingston
June 1st., 1953.



KINGSTON PENITENTIARY..

This Penitentiary is now situated on the north shore of Lake Ontario, and within the City of Kingston limits. In 1832, John MacAulay, Hugh Christopher Thompson, and Henry Smith were named to select a site, and superintend and manage the erection for the building. The site chosen was then in the village of Fortsmith, and the corner stone laid on June 4th., 1832., but it was not until February 13th., 1833 that the Legislative Assembly of Upper Canada passed an act authorizing the Erection bill, the sum being £12,500 to be paid in three annual installments. The first building was the South wing and was built of limestone, and the architect was James Adams who was also the architect, for later buildings. The Pen was remodeled by his son Edwin J. Adams of Kingston, who later became Architect of Dominion Penitentiaries, he being the first to hold such an office.

Its first inmate was received on June 1st., 1836.

Primarily a Pen for Upper Canada, in 1840, after the passing of the Act of Union, this institution became a Penitentiary for both Upper and Lower Canada, and when the British North America Act was passed in 1867, all penitentiaries were placed under the jurisdiction of the Federal Government, and Kingston Penitentiary became a federal institution administered by the Department of Justice.



The above view is an old one taken from the roof of the Warden's Residence, and shows a view of the Dome.

From time to time since its inception, new buildings have been constructed and old ones altered and remodeled to meet changed conditions. There are 37 buildings within the walls of the institution, the principle ones are the dome, six cell blocks, a keeper's hall, a Hospital, a kitchen, six workshop buildings, five towers, two gates, a boiler house, pump house, and different offices. Included in one or other of these buildings are the chapel, library, and school-room. Total area within the walls is 13.3 acres, and a new wall now under construction, which when finished will add about three more acres to the enclosure. This institution is claimed to rank with the best in the world, and will hold from 800 to a 1000 inmates.

In 1925, an important addition was made when it was decided to build a separate prison for females outside the wall of the older institution. This new prison, which is adjacent to Kingston Penitentiary was completed and opened in 1934. All females sentenced to a penitentiary term in Canada are confined in this institution. At present it is

1839. The Rev. Vashon Rogers was Chaplain of the Penitentiary.

1857. D.E. McDonnell was Warden of the Penitentiary.

The Rev. Conway Edward Cartwright was for a long time Chaplain of this Penitentiary.

The Fenian Raid of 1866, was one of the movements that had for its aim the freedom of Ireland, which was to be gained by wresting Canada from Great Britain, and compelling the latter to treat with the Irish Republican leaders for terms. In June, 1866, in the skirmish at Ridgeway; McGrath, known as the "blackbird", owing to his complexion, and others were taken. They were tried at Toronto, and convicted of levying war on Her Majesty, the Queen. At first they were sentenced to be hanged, but the sentence was commuted to life imprisonment; so that McGrath and his associates were removed to Kingston Penitentiary and placed at hard labour. It was said that their lot was not any too happy, as the Deputy Warden happened to be an Irish Orangeman, who was not inclined to be lenient with the Fenians. McGrath served until 1872, when he was pardoned and went to the United States. He lived for about 40 years afterwards, the last heard of him being in Los Angeles, where he was actively connected with the Ancient Order of Hibernians.

John Flannigan, Deputy Warden of the Penitentiary lived at the Cliff House. He was later Warden of the County.

Dr. Lavel was Warden of the Penitentiary when the "big jail delivery" was planned on a Christmas Day.

administered as a branch of Kingston Penitentiary, under the direction and supervision of the warden of that Penitentiary, but it is in charge of matrons and a female staff.



The Women's Prison, only prison for women in Canada

This prison is built on a six acre plot immediately behind the old Warden's residence, which is now used as Administrative Offices.

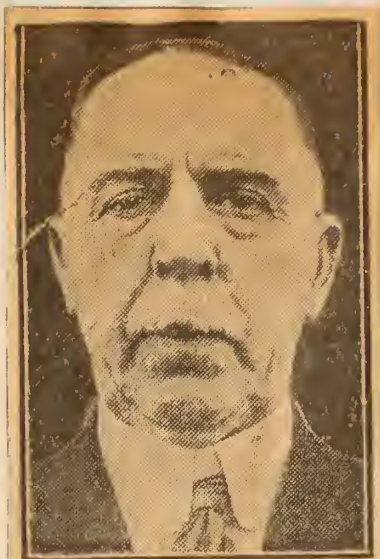
All the buildings of this Women's prison are within its walls, and the two main structures are the administration building, which contains the matron's living quarters, the hospital, and chapels; and the cell block, which includes the laundry and sewing rooms. It has accommodation for 100, and its average population since its construction has been about 40, with six female officers. (1937).

The average population of K.P. for the 30's was about 805 inmates with a staff of about 180.

The grounds of the institution, exclusive of the two prisons is 356.6 acres which includes the farm, quarries, dockyard and residential grounds. The principal buildings outside the walls are the administration building, the warden's residence, the residences of the deputy warden, chaplains, and other officers, a pump house and filtration plant, a water tower and storage building. There are also a number of buildings in connection with the farm and quarries and on the dock. The new Prison university is also located in one of the buildings on the Reserve.



View of the Penitentiary, showing the old street railway tracks.



WARDEN J. C. PONSFORD
Who rumor says is retiring as head
of Kingston Penitentiary.

Warden Ponsford was first appointed to the Penitentiary service in 1913, when he was appointed Warden of Stoney Mountain Penitentiary in Manitoba. Soon afterwards he was transferred to the Provincial Penitentiary at Edmonton, Alta. On April 1st., 1920, he was transferred to the Kingston Penitentiary holding this position until January 1931. (He was a resident of St Thomas previous to 1913).

The next warden was Major Bill McLoughlin, (Dugout Bill), and he was succeeded by a Mr. Smith. Warden Richard Allen took over about 1934, and he held office until 1954, when he was retired and his place taken by Warden Johnston. (Superintendent of the Prison University) (Don MacDonald succeeded him as Superintendent of the Prison University).

Brigadier General W. St. Pierre Hughes for a long time Superintendent of Penitentiaries was born on June 2nd., 1861 at Selina, Ont., and joined the Government service in 1893 as a Warden's Secretary and Clerk of Industries. In 1913, he was appointed Inspector of Penitentiaries, and in 1919 he became Superintendent. He was a brother of the late Sir Sam Hughes, wartime Minister of Militia, (Great War, 1914-18), and himself saw service in the North West Rebellion of 1885, and the Great War. When the war broke out in 1914, he was C.C. of the 14th. P. W.O. Rifles, and he organized the 21st. Eastern Battalion, C.E.F. and took it to France. Later he became Brigadier-General of one of the Brigades in the 3rd. Canadian Division. Retired from the Superintendency of Penitentiaries in 1931.



The above view is that of the old Warden's residence and is now used as an Administration Building,,the wardens residence is now on the corner of King St.and the Prison road. The building was formerly the one used as a Deputy Wardens residence until a new building was erected to this officer at the corner of Union St.and the Prison Road.The Chaplain's house is next to the Deputy's home.



View showing the gardens,opposite the Pen,decorated with flags on the occasion of the celebration of sixty years of Confederation on July 1st.,1927.



Massive main gate of Kingston Penitentiary. This picture was taken from the grounds of the administration offices across the street from the penitentiary proper. Kingston Penitentiary is one of the famed landmarks of this district.



An aerial view showing the interior of Kingston Penitentiary.



Two other views of Kingston Penitentiary; the one on the left, shows the Pen decorated for the celebration of 60 years of confederation, (July 1st. 1927), and the one on the right shows the penitentiary from the Bay at Portsmouth.



ROCKWOOD ASYLUM.

This Institution located at Portsmouth dates back to the year 1856, when the United Parliament of Canada purchased a portion of the Cartwright estate on the shores of Lake Ontario and established there this institution for the care of the criminal insane. This became a second centre in Upper Canada for the care of mental cases, and it remained under federal control until about 1877.

The Cartwright estate had been established in 1841 by John S. Cartwright, Member for Lennox & Addington in the First Parliament after the Union of the Canada's; and had built for himself a fine stone mansion with particularly handsome stables, and it was in these stables that the first patients, at what later became known as Rockwood Asylum, were housed.

It is now under Provincial control and is still growing but is not for criminal insane alone. When the Mowat Hospital for Tubercular cases of returned soldiers of the first war was closed in 1926, this building was taken over by the Provincial Government and after being reconstructed is now used as an extension of Rockwood Hospital.

Rockwood House, the stone house built by Cartwright, is now occupied by the Superintendent of the Rockwood Hospital.

In 1857--J. F. Litchfield was Superintendent of the Hospital.



ROCKWOOD ASYLUM.

An old picture of the Hospital taken in the 90's.





Beautiful rock gardens at "Rockwood" are among the most striking man-made beauty spots in Ontario. The Ontario Hospital grounds at Portsmouth are widely known for their immaculate appearance.



PETER M. BEAUPRE, oldest known operator of a tavern in Canada until the time of his death at 96 on Thursday in Hotel Dieu Hospital. Mr. Beaupre had lived in Portsmouth nearly all his life and was known and respected by a great number of people in the district. Before taking over Portsmouth House, he had been an instructor at Kingston Penitentiary for 46 years. 9/8/56.

Peter M. Beaupre

Believed Oldest Tavern Keeper

Kingston, Aug. 10 (CP).—Peter Moffatt Beaupre, 96, owner of Portsmouth House for the last 22 years and the oldest known tavern keeper in Canada, died last evening in hospital. He had suffered a broken hip June 18 while working in his roof garden.

Mr. Beaupre took over the operation of Portsmouth House from his father in 1934.

Born in nearby Portsmouth, Mr. Beaupre went to sea at 14, sailing the Great Lakes on sailing ships, among them the Oliver Moffatt of which his father was captain.

He joined the staff of Kingston Penitentiary in 1884, starting as a guard and rising to quarry instructor. He retired in 1930.

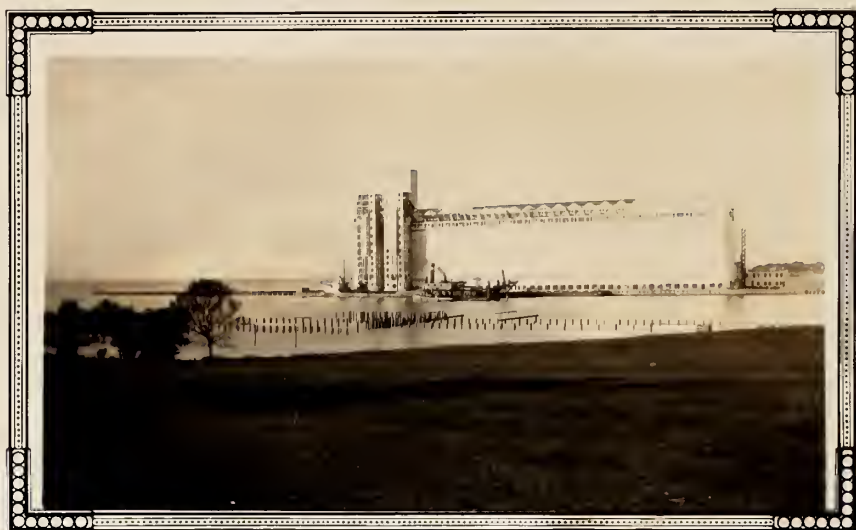
Mr. Beaupre was twice married. His first wife was the former Annie Mackay. He leaves his wife, six sons, six daughters; a sister, Mrs. George Sullivan of Kingston, several grandchildren and great-grandchildren.

The Rockwood Hospital Curling Club was organized in 1887-88, by Allan McLean, Steward, and Dr. C. K. Clarke, Medical Superintendent of the Hospital. The first play was on the river at the foot of the Hospital grounds, then on the grounds. In 1889, a syndicate was formed, and the ice was under the direction of James Dennison till the gymnasium was built in 1894. For many years Dr. Clarke was President, Mr. McLean was Vice-President; and William Cochrane was Secretary-Treasurer.

Dr. Clarke was succeeded by Dr. Ryan as Superintendent.

THE C.S.L. ELEVATOR.

This Elevator was erected by the Canada Steamship Limited, and was originally intended to be a 5,000,000 bushel one; but only half of it was erected, provision being made that the other 2,500,000 bushel addition could be added at any time. Work was started on it in 1928 at Little Cataraqui Bay, (Sandy Bottom), and it was completed in 1930, the first cargo of grain being unloaded there on September 25th., 1930. When the present Welland Canal opened, and large steamboats were able to come down to Lake Ontario, the FAIRMOUNT, a 550 ft footer was the first to arrive at the Elevator to be unloaded, this being on July 23rd., 1931.



Picture of the Elevator when completed, and to the left of the picture can be seen the piles driven for the future extension of the building. In the foreground can be seen piles driven for another elevator to be erected by the Thunder Bay Co.; but when the new Government Elevator was erected at Prescott, Ont. this latter project was abandoned.

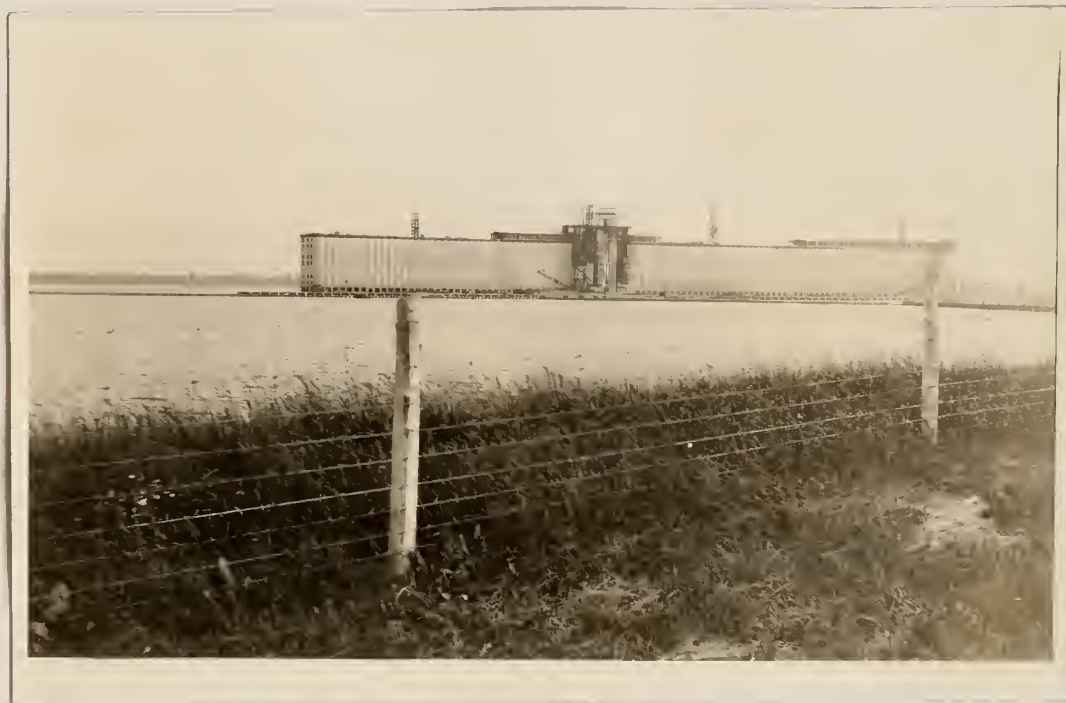
The two lower views are of the elevator under construction showing lumber piles, cement towers, and lower right a pile-driver.



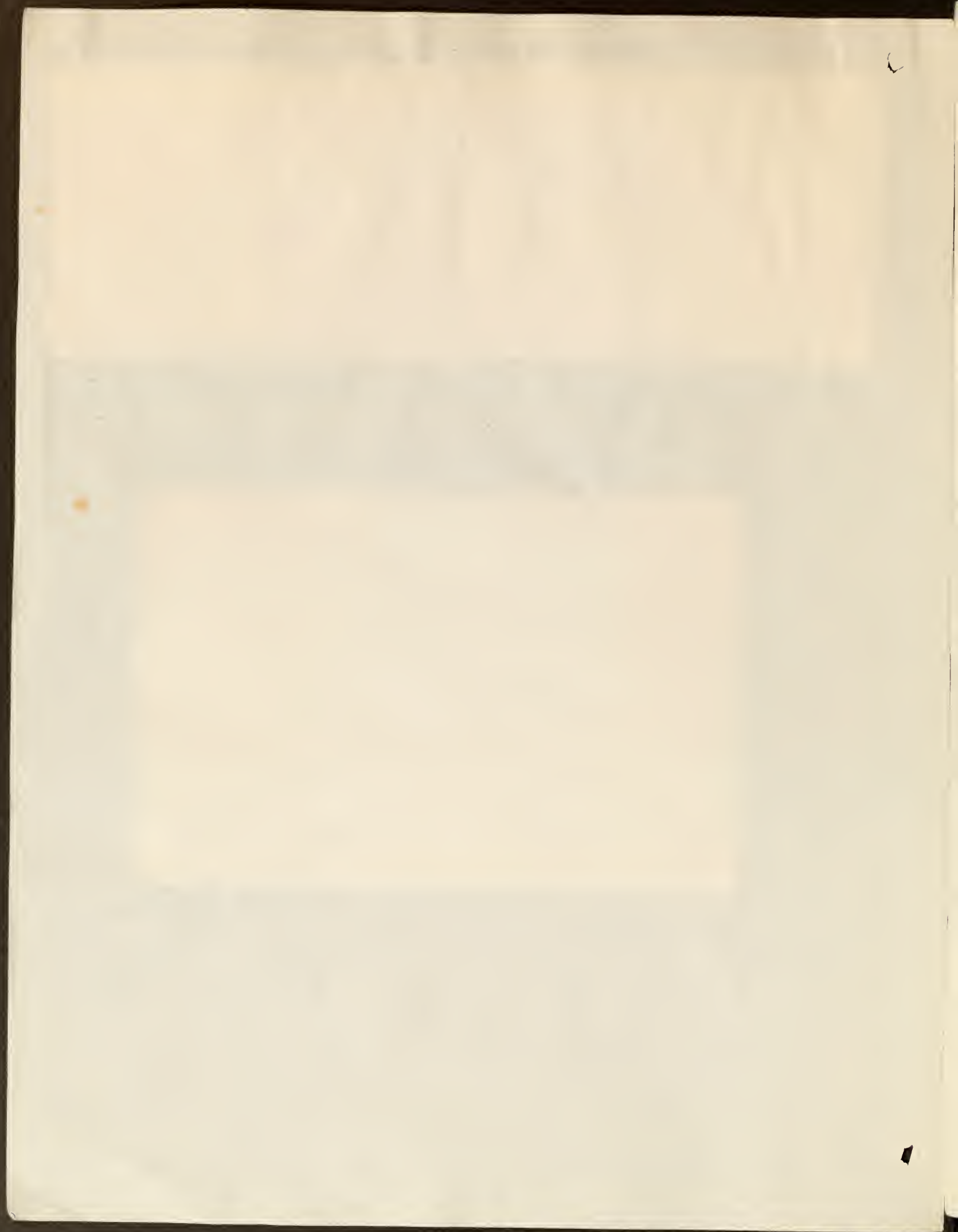




The above pictures are also taken of the elevator under construction, the one on the left shows the foundation which is of concrete reinforced with revetment. The one on the right shows the lumber piles; all the lumber was brought in rough, and dressed in their own lumber mill on the job. All the buildings are cement and strictly fire-proof.

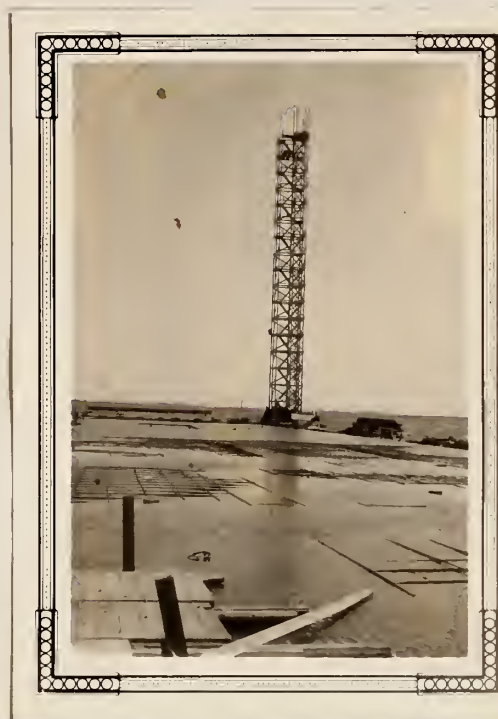


The above is a snap of the Elevator nearly completed.





The above snap is a view of a dredge at work getting out dirt for the fill-in at the new elevator. This was taken on Ault's Farm, nearly opposite the elevator.



Another view of the cement tower and revetment.



Old Martello Towers Here Reminders of Hectic Times

By William J. Binkley
Staff Reporter

WITHIN the next few weeks, Kingstonians will be seeing workmen climbing about the roofs and walls of two of the four martello towers in and around the harbor, built for the defence of Upper Canada more than one hundred years ago.

Dr. H. A. Stewart, M.L.A., announced today an extensive repairs program for the restoration of the martello towers to their original state. Contracts for the restoration work have been awarded to T. L. Smith Construction Co., of Kingston.

Announcement of the project, to be carried out by the Ontario government, brings to light many interesting facts connected with Kingston and the time when these towers were under construction.

THE "SHOAL TOWER", or as it was originally named, the "Victoria Tower", was started in March, 1846 and completed in 1848. The Cedar Island Tower, or as it was named by the authorities of the day, "Cathcart's Redoubt", was built in 1848 when Hon. Alexander McKenzie, later prime minister of Canada, was practising his trade as a stone mason in Kingston. The "Murray Redoubt" or Murney Tower at Macdonald Park was built in 1846 by George Davidson, making three redoubts outside the walls of fortifications for the purpose of protecting Kingston and the harbor from attack when the threat of war loomed between British Canada and the United States. The fourth martello tower is the one located within the walls of Fort Frederick and is similar to the other three.

A bill passed in the House in January, 1846, estimated the costs of these fortifications to be constructed at \$4,071,000 and an extra amount of \$987,000 for repairs to the existing forts. This amount was \$200,000 more than the estimate of the previous year. Thirty-three forts were to be repaired in Canada.

CANADA and the United States had not been in danger of war for over thirty-five years, but the disputed international boundary in the west, brought the war clouds closer than at any time actually short of outright warfare, and Kingston was one of the most vulnerable as well as most strategic ports along the entire international boundary. The "54-40 or Fight" faction in the U.S. were demanding war against Canada, from President James Knox Polk; Canada was doing whatever could be done to avert war, but in Kingston, where the lesson learned in 1812 had not been forgotten, preparedness was the word of the day.

Then came tragedy in the midst of hurried preparations; on Saturday, Sept. 12, 1846, 18 men lost their lives in one accident in connection with the building of Cathcart's Redoubt on Cedar Island.

A boat carrying 24 workmen home from their day's labors on the martello tower, capsized in Hamilton Cove and 18 men were drowned. One report blamed the steersman, an Edward Anderson, saying he was drunk at the time of the accident, while other accounts heaped praise on him for his heroic efforts to avert the disaster. He was one of the six survivors.

As a result of this tragedy during the building of Kingston's defences, Hamilton Cove became known as Deadman's Bay, the name by which it is known to all Kingstonians and is shown on all present-day maps.

In 1937 divers exploring the bottom of Deadman's Bay brought up what is believed to be the rudder from the ill-fated boat. The rudder was taken from a boat lying on the river bottom. The presence of the boat, intact, is reported to be where the steering apparatus was located and, according to the diver who saw it, the boat is said to be in an almost perfect state of preservation. Steps to raise it are planned for the future.

ADDITIONAL lives were taken in this narrow stretch of water between Point Henry and Cedar Island, as well as on the actual tower itself. The day following the drowning of the 18 men, Sunday, Sept. 13, three other men, sent out in a small craft to search the area for bodies, were drowned, bringing the toll of men drowned to 21 within 24 hours. A few months earlier, July 28, a workman fell from a gangway leading to the tower and died 36 hours later. These are the only

recorded deaths in the actual work on the tower on Cedar Island.

Reporting in 1846 and earlier, as well as for several years after, was not the accurate recounting of facts it has become today. Many men may have gone to their deaths in and around the fortifications being built without being accredited to the scene.

An excellent example of the laxity in newspaper accounting is the report in The Argus, one of the Kingston weekly newspapers of the time, which reported that 72 children had been left fatherless by the tragedy. The actual count of children whose fathers had died was 15.

Of the 17 dead and one missing, only five were single men. Eight of the married men had families and five were survived by their widows only. Six of the men had left their families or wives in Ireland and the other six resided with their families in Kingston. One of the drowned men was never identified by the press.

AN AFTERMATH of the accident was a subscription taken up among civilians and military persons in Kingston. Twelve days after the tragedy £388 17s 1d had been contributed to the fund. At present day rates of exchange and the devaluation this would be approximately \$1,250.

It was decided by an appointed committee, composed of Stafford F. Kirkpatrick, judge of the district court and chairman of the quarter sessions, Thomas Askew, manager of the Bank of North America, and John Coulter, mayor of Kingston, to allow £10 to all surviving families of the dead men who were living in Ireland. This amount was later reduced to £5. Widows in Kingston were to be given a weekly amount, the sum to be continued as long as they remained unmarried.

Later this was also changed, and widows in Canada were given an unstated lump sum. A controversy arose about widows in general. Advocates of a more liberal relief system, and critics of the fund for the workmen's wives, argued that all widows should benefit from the fund. It was not long before the matter disappeared from the pages of the press.

ONLY the rapidly growing friendliness between Colonial Canadians and Americans of 121 years ago kept Kingston from being one of the most heavily fortified cities on the North American continent. That, and the opposition in England to the increased cost of Colonial defences which led the British House of Commons to refuse the funds necessary to complete the fortification of the one-time capital of Canada.

All that remains of a plan which would have seen six forts built around the harbor at Kingston, is Fort Henry and Fort Frederick.

Had these six forts been completed, three on the east side of the harbor and three on the west side, Kingston would have become one of the most strongly defensible cities and harbors in Canada, and probably on the North American continent. Fort Henry alone is considered to have been almost as strong as the Quebec fortifications, although not covering as large an area as the citadel in the French capital of Canada; therefore, five more forts, built along the same lines as Fort Henry, would logically have been five times as strong.

In addition to the forts, a series of redoubts, or martello towers, was in the defence plan for Kingston and the Lake Ontario area. Experience had taught the British military authorities that attack, should it materialize, would come from both land and water. The forts were designed to repel invaders who crossed the St. Lawrence River: east of the city and fortifications, and the towers were built to repulse naval distraction manoeuvres.

DESPITE all these war-like preparations, as far as it is possible to discover, Fort Henry is one of the few forts on the continent which has never been attacked, or has never fired a shot from its cannon with belligerent intent. The closest that Fort Henry ever came to siege was in 1838 when an American by the name of Van Rensselaer, a sympathizer with Canadian rebels of the time, formed a plan for an attack upon the fort. A traitor to the cause within the fort had agreed to spike the guns and open the gates, but the plot leaked out and, when 1,000 militia were garrisoned in the fort, the



APPROXIMATELY 121 YEARS AGO this martello tower, known today as the Shoal Tower, but officially named "Victoria Tower", will soon be restored to its former appearance, complete with roof and entirely repaired within. The tower was one of the most important factors in the preparations for the defence of Canada in 1846-48 when war with the United

States threatened over the disputed Oregon boundary line in the west. Standing a short distance off-shore, the Victoria Tower was intended to guard the Market Battery against attack from the water, should war develop. Plans are being made to put the tower into as near to its original state as possible.



DEADMAN'S BAY and the martello tower where the 18 men were working a few minutes before they were swallowed up and drowned beneath the waves which swamped their boat on the way home from work, Saturday, Sept. 12, 1846. Three other men lost their lives the next day while searching the cove for the

drowned bodies. In the foreground is the shore tower of Fort Henry. The martello tower shown in the centre of the island is about to undergo repairs to restore it to as near its original state as possible, part of the Ontario government's project to revive the history of old Kingston and its most romantic period.

American-led force of 1,800 men faded away.

Fort Henry was denuded of all Imperial soldiers, as was every fort in Upper Canada, when Sir Francis Bond Head, governor of Canada in 1838, sent every available regular soldier to the aid of Lower Canada. The American-led insurgents assembled on Hickory Island, near Gananoque, when the rebellious element in the country learned of the absence of trained soldiers. They planned to take Fort Henry and control the whole of the lake area by, virtue of possessing the strongest defences. The assembling of the citizens' army inside the walls of the fort was all that discouraged them from attacking.

The fear of war with the United States hastened many changes in the waterfront of Kingston. A whole line of warehouses, which stood where the present Canadian Pacific Railway station now stands in front of the City Hall, was torn down in a few days and construction of a shore battery was started. This took place at the same time as work on the martello tower in the bay was started. The battery, when completed was called the Market Place Battery.

CONSTRUCTION problems for the erection of the Shoal Tower, or Victoria Tower as it was officially named, were numerous. Equipment of the day curtailed much of the speed of the work. A coffer-dam was necessary before the foundation of the tower could be commenced and this coffer-dam had to be built on the ice in the harbor and allowed to sink into position with the spring thaw.

In the newspapers of the day, March 20, 1846, a report was printed of this work. Fifteen pumps were reported in action with six and seven men working on each one. The area to be pumped free of water may be realized from the proportions of the dam which was 90 feet in diameter and from two feet to seven feet deep. The Argus said: "We trust that John H. Greer, Esq., the contractor, will succeed in the undertaking."

ICE in the harbor went out March 31, 1846. Pumping on the dam did not end until June 19, 1846. Stone work on the tower started the day following the clearing of the coffer-dam of water and was finally completed in the summer of 1848. The Market Place Battery was protected from naval attack.

Total cost of the Shoal Tower and Market Battery was given as £19,898, or approximately \$80,000. Contract for the Shoal Tower was awarded to William Murray by Sir Richard Bonneycastle, com-

manding officer of the Royal Engineers garrisoned at Kingston.

On Aug. 10, 1870, the three towers, together with all outworks, buildings and appurtenances, with the fittings and fixtures, were turned over by the Royal Engineers to the Dominion Government.

ALTHOUGH there never has been an active dispute over the name of the tower located in the present Macdonald Park, the original name given it, as shown by newspaper reports of the day, was the Murray Tower, named for Sir George Murray, one-time master general of the ordnance and colonel-in-chief of the Royal Artillery and Corps of Royal Engineers. Gen. Sir George Murray died just a few days before the completion of the tower and it was referred to as a "fitting monument to his memory."

An extract from the Kingston Parish Register of 1791 to 1811, however, reveals that Capt. Henry James Murney was the person for whom the tower was named. The register description of the affair reads: "Capt. Murney, (Henry James), whose name has been perpetuated in the Murney Tower and in Murney Point."

The name carved in the stone above the entrance to this tower is spelled M-U-R-R-E-N-A-Y, and the letter N is of metal, suggesting that a clumsy attempt was made to change the name from Murray to Murney. Newspaper spellings of Capt. James Murney's name are conclusive and consistent, although alternative spellings are given as Murnay, Morney, Mour-nay.

A further picture of the feeling of the day and which has a familiar ring is shown in the following quotation from The Kingston Argus in one of its January issues of 1846:

"THE BLOOD of the yomanry of Canada which may be spilled in defence of their homes will attest their abhorrence of the tyranny of Democracy. Britain seeks no war with America... Canada seeks none. But let us initiate Britain and PREPARE FOR WAR, as the surest means of securing PEACE."

The fort which has been given the least recognition of all Kingston's shore defences is Fort Frederick, named after Governor Frederick Haldimand, (1777). Canada's Royal Military College is located on the grounds behind the fort.

Soon after the establishing of Kingston as a town by Empire Loyalists, two batteries were erected to defend the harbor; one was on Mississauga Point, at the foot of what are now Gore and Earl streets. This battery was lined with heavy square timber and equipped with a furnace for the heating of shot. On the op-

posite shore at Point Frederick, at a south-west angle to the Mississauga Point battery, Fort Frederick was located planned to co-operate with the Kingston-side battery.

FOOT FREDERICK was composed of a breast-work of logs and earth with traversing platforms for the guns. Later, after the war of 1812-14, a blockhouse was constructed within the breast-work and remained standing until destroyed by fire in 1820. The Fort Frederick armament consisted of six 24-pounder cannon. The two forts completely commanded the harbor entrance.

Records show that the government intended to erect a two-gun martello tower on Snake Island in 1827, and a similar tower to the Shoal Tower was to be erected in the water in front of Fort Henry. There were telegraph stations on river islands; one on Cedar Island, another lower down the river and one on Snake Island.

Ronald Way, director of Fort Henry for the Ontario department of highways, unearthed ruins of a telegraph station on Snake Island a short time ago. The station had been built of brick with stone foundations and had evidently been destroyed by fire. Nails were reddened by heat and the bricks were scorched and blackened. Screws found in the ruins bore the government broad-arrow mark, an indication that the debris was the remains of a government building, therefore probably one of the several telegraph stations along the St. Lawrence intended for alerting the forts in the event of an American invasion.

MARTELLO TOWERS were designed to be self-contained. They were constructed to permit covering the top with a wooden roof to protect the garrisons from the rigors of Canadian winters. This roof could be removed in short order in the event of emergency. During times of siege, when access to the towers was cut off, the garrisons would have been able to draw their water supplies from

the elements. The system was designed to catch rain water on the bowl-shaped roof which was piped to cisterns in the basement, through the kitchen ranges where it was boiled, and where the steam from the cooking pots was captured.

The resulting steam condensed and was piped to storage tanks where it was kept for use as drinking water and for cooking purposes. The ingenious device used and re-used the same water.

Fort Henry was abandoned as an obsolete factor in the defence plan in 1885, shortly after the Northwest Rebellion.

After 1885, Fort Henry and Fort Frederick and the martello towers grew old and fell into decay. Gradually memories of their glory and influence on the history of Kingston grew dim. It was not until 1936, as a relief project, that restoration was started and this work, on Fort Henry, is going forward annually. Fort Henry was opened to the public in 1938. The recent letting of a contract for the repairing of the martello tower in the shoal waters in front of the Kingston City Hall, and the tower on Cedar Island, are indications that the whole of Kingston's past may live again in the reconstructed physical aspect of the fortification which protected the city when danger loomed imminent.

Rumors of deep underwater tunnels connecting the martello towers with Fort Henry are only rumors. Tunnelling beneath the waters of Kingston harbor at the time when the forts and towers were built would have been almost an engineering impossibility. Had there been a tunnel connecting Fort Henry and Cathcart's Redoubt on Cedar Island, 21 men would have lived longer than they did and much of the history of Kingston's fortifications would have remained untold.



Wolfe Island's Limestone Township Hall Has Housed Council for Almost 100 Years



WOLFE ISLAND TOWNSHIP hall erected in 1859 at a reported cost of \$1,200 is shown above. The limestone was secured from island

quarries. Monthly meetings of the township council are held in this building, located in the heart of the village of Marysville.

By **FRED B. PENSE**
Staff Writer

The Township of Wolfe Island has had a continuous municipal government for 103 years. The first township reeve was Angus Cameron who was chosen to fill that office by four other councillors who were elected in January, 1850. The first council meeting was held in the village school house on Monday, Jan. 21, 1950.

Members of the first council were Mr. Cameron, Ronald Macdonald, John Grant, James Macrae and John Haughin. The same oath was administered to the newly elected councillors as is used in the swearing in ceremonies for municipal councils today. Michael Baker was the first clerk who was paid an annual salary of five pounds. The minute book discloses that at the final meeting of the 1850 council a motion was passed granting the clerk an extra five pounds for his services during the 12-month period.

The township council at a meeting held Feb. 4, 1850, set the following salaries for township officials: Township treasurer, £5; superintendent of schools, £10; township clerk, £5; collector, £8; assessors, £4; auditors, £1, 10 shillings.

Alexander Mackenzie, who later became prime minister of Canada was superintendent in charge during the period 1873-1878.

The handsome limestone structure in which the monthly meetings of the township council are held was built back in 1859 at a cost of about \$1,200. The limestone was taken from island

quarries. Those who have served as reeve of the Township of Wolfe Island over the last century are:

Angus Cameron, 1850, 1851, 1852.
D. D. Calvin, 1853, 1854, 1855.
Angus Cameron, 1856, 1857, 1858, 1859.
Morley Spoor, 1860.
D. D. Calvin, 1861, 1862, 1863, 1864.
Thomas Dawson, 1865, 1866.
Morley Spoor, 1867, 1868, 1869, 1870.
Thomas Dawson, 1871, 1872, 1873, 1874.

Morley Spoor, 1875, 1876, 1877.
Thomas Dawson, 1878.

Patrick Dawson, 1878, after his brother Thomas resigned following his appointment as sheriff of the County of Frontenac.

Patrick Dawson, 1879, 1880, 1881.

Thomas Hogan, 1882, 1883, 1884, 1885, 1886, 1887.

Daniel Staley, 1888.

James Horne, 1889.

D. A. McRae, 1890, 1891, 1892.

Thomas Hogan, 1893.

Richard Spoor, 1894.

D. A. McRae, 1895, 1896.

Hiram Davis, 1897.

Frank Baker, 1898.

Thomas Murphy, 1899.

Jobe Watts, 1900.

Thomas Fawcett, 1901, 1902, 1903, 1904.

Edward Briceland, 1905, 1906, 1907.

James McAllister, 1908.

John Spoor, 1909.

William Fawcett, 1910, 1911.
Grant Grimshaw, 1912.
Dr. William Spankie, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920.
George Rattray, 1921.
Dr. William Spankie, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929.
John Kingsley, 1930, 1931, 1932, 1933.
M. L. Wiggins, 1934, 1935, 1936.
J. P. O'Shea, 1937, 1938, 1939, 1940.
John W. Keyes, 1941, 1942, 1943, 1944.
Craig Russell, 1945, 1946, 1947.
J. P. O'Shea, 1948.
John W. Keyes, 1949, 1950, 1951, 1952, 1953.



The original rate of pay for members of the township council was changed at a council meeting held on Sept. 5, 1850. The new rate was set at five shillings for every day they attended the council room instead of six shillings which was the original rate.

Thomas Dawson who was later appointed sheriff for Frontenac County was first elected reeve in 1865. Dr. William Spankie had the longest period of service as reeve. He was first elected in 1913 and served continuously until the end of 1920. He returned to the township council as chief magistrate in 1922 and held that office until 1929 when he was elected to the House of Commons following the death of the late Dr. J. W. Edwards.

Six Wolfe Island reeves have been honored with the wardenship of Frontenac County. They are D. D. Calvin, Thomas Hogan, Richard Spoor, Dr. William Spankie, John P. O'Shea and the present reeve, John W. Keyes.

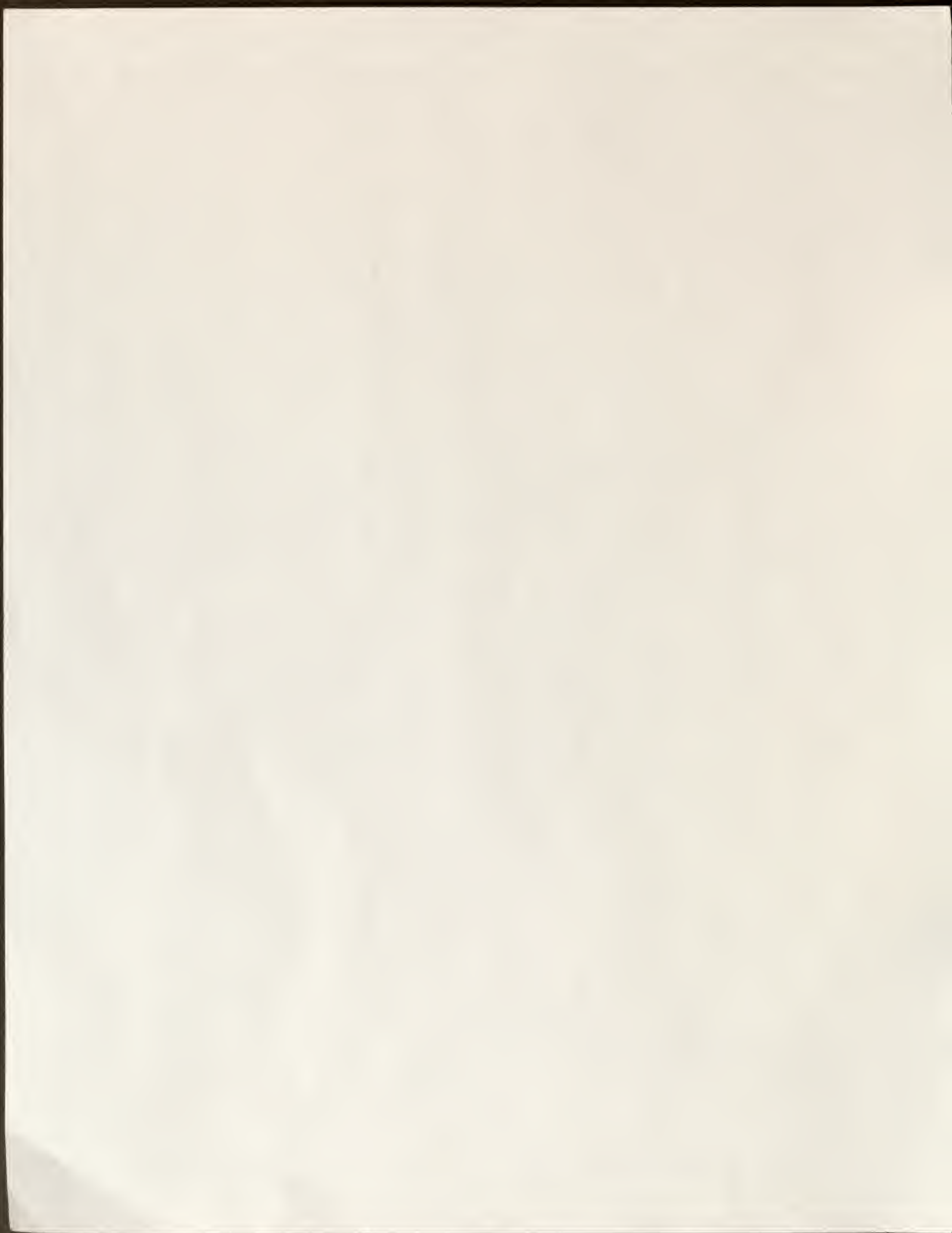
The ferry was much in the limelight in those bygone days. A motion was passed at the March meeting of the township council in 1850 requesting that a petition be forwarded to the governor general praying that in consequence of the yearly violation of the ferry charter and the consequent inconvenience to the public and the people of the township that the charter be withdrawn from the lessee, and that the ferry be controlled in future by the county council. In recent years the operation of the ferry has been under the control of the township council.

J. D. Cosgrove, clerk-treasurer, who obtained much of this interesting information, has held that office since 1914. Daniel Dawson was clerk for 29 years.

The first ferry was operated by Samuel Hitchcock in 1802. Coleman Hinkley built and operated the first Pierrepont back in 1857. The first postal service was inaugurated in 1845 when the post office opened in the village of Marysville.

Population figures have gradually declined since 1861 when the total island population was 3,601. Today it is approximately 1,200.

Limestone from Wolfe Island quarries was used in the building of the Rideau and Welland canals.



11 Sept 1944



(Editor's Note: As there are so many newcomers to Kingston who are unfamiliar with the city's many public institutions, The Whig-Standard will publish periodically a series of pictures and accompanying descriptive detail concerning them.)

Alwington House, King Street, has figured largely in Kingston history. Now serving as quarters for the Canadian Women's Army Corps, the grey-stoned building is steeped in early Canadian history.

Once the scene of official functions, the building and its encircled lawns, which still breathe a charm of the old world, now resound to the happy barracks life of the "ladies in khaki." Several of the proudest names in early Canadian history are linked with the annals of Alwington House—such names as Baron de Longueil, for whom it was built, a member of the aristocratic family of Le

Moyne de Longueil, gentleman explorers of French Canada; Lord Sydenham, first Governor General of United Canada, who resided at Alwington from 1841 to 1842, and Sir Charles Bagot, another name renowned on the roll of Canada's Governor Generals. Later the house came into the possession of the Allen family through the marriage of a daughter of the Longueil family with

Rev. J. A. Allen. At Alwington their son, Grant Allen, was born, destined to become a noted writer of scientific works and a popular novelist. Thus Alwington has been connected with names famous on Canada's roll of honor since the day it was built. The Kingston Historical Society, in tribute to Alwington's historic background, has placed a bronze sign on the stone post of the gate.

Kingston Whig-Standard

KINGSTON, ONTARIO, MONDAY, SEPTEMBER 11, 1944

ING THROUGH HOLL

rs Return to Quebec

1st Arm
Le Havr

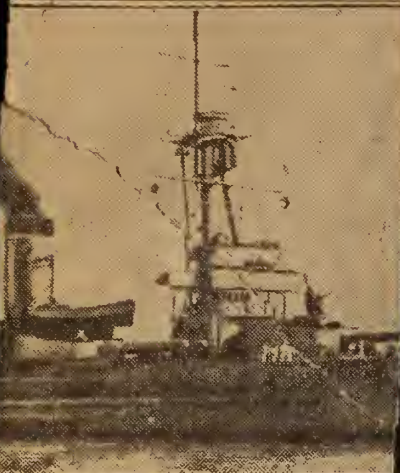


American Troop
On German Soil

LONDON, Sept. 11 — (C)
reported striking into Holland
the north end of the Siegfried

AND S

Fleets Sink Rebel B



off the Basque coast suffered the loss and bombed the huge ship. The aircraft carrier Broca, which was being attacked by the fleet of Bilbao. When ordered to halt, the ship refused. The messages were heard at Santander as the fleet dropped bombs. An hour later, the fleet was destroyed.

All London Are Idle As Go Out

Prospects of Transportation Tie-up for Coronation—Half-million Miners May Strike.

LONDON, May 1—(CP)—Britain, with its capital today in the grip of a vast surface transportation strike, faced the prospect of more than 500,000 coal miners leaving work in three weeks.

With the Coronation less than two weeks away and the city overflowing with visitors and with soccer enthusiasts for this afternoon's cup final, London's buses did not stir out of their garages.

Drivers numbering 12,800 and 12,700 conductors began their strike at midnight to obtain from the Passenger Transport Board a 7½ hour day in place of the present eight hours, and a slowing up in what they describe as "killing" schedules.

The city's traffic snarl was duplicated in practically all the south of England where more than 100,000 drivers and conductors went on strike simultaneously.

Busmen asserted the strike was 100 per cent effective in the London area. The familiar red buses were absent from city streets for the first time since the great general strike of May, 1926, when 2,500,000 striking workers paralyzed the nation.

Where to Work

Thousands of Londoners wheeled out their bicycles—some of them tandems—and pedaled to work. Many sympathetic motorists gave pedestrian lifts.

Street cars and subways were jammed during the morning rush hour. Frequently passengers were forced to let three or four trains go by before they could find standing room.

At all bus garages, strong lines of pickets, each wearing a red rosette, stood in an orderly manner under the watchful eyes of police.

There was a possibility the subway men would further confound the situation by quitting work but the trammen declared they would not strike unless the bus companies attempted to introduce non-union men.

Coal Strike

The coal strike was ordered by delegates of the Mine Workers Federation in a conference held here. It will be effective May 22 unless a settlement is reached in the federation's demand

THE TOWN WATCHMAN

Old Villa residences around Kingston — Alwington and Mortonwood—Home of Armstrong McCormack on Centre Street.

The large stone building on King Street alongside the Belvidere hotel was built by the late Dr. Horatio Yates, one of Kingston's leading surgeons, a century ago. Afterwards it was occupied by Rev. Mr. Costello, a curate of St. George's. Sir George A. Kirkpatrick is said by old residents to have spent his early married life there. Then the building was subdivided and occupied by the families of Hugh Fraser and H. A. Calvin. Thus two men who represented Frontenac in the House of Commons resided in the building. Sir George A. Kirkpatrick later became lieutenant-governor of Ontario.

It is said that "Elmhurst," once the residence of Professor D. H. Marshall, was occupied for a time by Sir Charles Metcalfe, the last of the Canadian governors who lived at "Alwington." This place the Watchman is informed was once the home of Hugh Fraser whose daughters still reside here. It was in the drawing room of this residence that a group of men met in 1844 and chose John A. Macdonald as candidate for parliament to represent the riding of Kingston. Macdonald is said to have resided in the home near the corner of King and Centre streets previously occupied by Col. Bonnycastle and now the residence of Dr. Atack.

At the corner of Okill and King, near the spot on which the cottage of the late M. R. Davis stands, the poet Tom Moore on his visit to Kingston about the year 1801 sat under an old tree and wrote the poem beginning with the line,

"I knew by the smoke that so gracefully curled—"

Old McCormack House, Centre Street

An old Kingston residence was that of the family of the late Armstrong McCormack on Centre Street. One of the last surviving daughters died recently. The McCormack family owned the residence for more than eighty years. It is understood that the house was built by the late Sir Alexander Campbell, a Kingston lawyer, for his mother-in-law away back in 1850. Sir Alexander was a member of the cabinet of Sir John A. Macdonald in the seventies of the last century.

Until her death Miss McCormack had some of the old furniture that was especially made for James Morton, a wealthy resident of Kingston for the coming of the Prince of Wales, afterwards King Edward VII. The prince did not land owing to some trouble over an Orange parade. The Morton residence is now St. Helen's, the headquarters of Military District No. 3 and was built by Mr. Morton who once owned a large tract of land in that locality. A portion of the land is now owned by Queen's University, having been deeded by the late Colonel R. W. Leonard of St. Catharines.

Armstrong McCormack was for years a wholesale liquor merchant and partner of James Morton. The McCormack house, of stone, was one of the quaintest in Kingston. It had an old-fashioned wooden fence built on a low stone wall, which was a delight to the eyes of those who liked old-fashioned things.

"Alwington"

"Alwington", which is still owned by a member of the Richardson family was from 1841 to 1844 the viceregal residence here. It was built by Baron de Longueuil who permitted it to be occupied by three early governors of the united provinces of Canada. The grounds contain fifteen acres. An old record of 1857 states that "Alwington" contained one of the richest gardens in Canada as prize lists of innumerable agricultural and horticultural exhibitions attest. Baron de Longueuil was president of the Kingston Horticultural Society that year. The society has had a long career. "Mortonwood", the residence alongside was then occupied by James Morton, junior. Its grounds contained twelve acres, being a little smaller than those of "Alwington." All the western portion of Kingston consisted of villa residences in the time when the city had noted statesmen and big industrialists, the elder Morton being a prominent distiller and brewer.

Kingston Scrap Book

- p. 17 Murrey Redoubt (Tower)
Kingston in War of 1812 500 Bibles
- p. 18 Murrey Tower Restored
Mantello Towers in Queens
Archives
- p. 42 Sir Jos A. Lord Adelphurstown
- p. 102 Wolfe Island - stories of the past
- p. 108 Elizabeth Bennett, Heroine of Saranac
- p. 114 Cooper's "Station Island."
- p. 117 "Lost Channel" recalled

HOURS: 2 P.M. TO 4 P.M.
7 P.M. TO 8 P.M.

PHONE 17

Bath, Ont. _____ 19____

To Dr. H. C. Burleigh

For Professional Services \$ _____

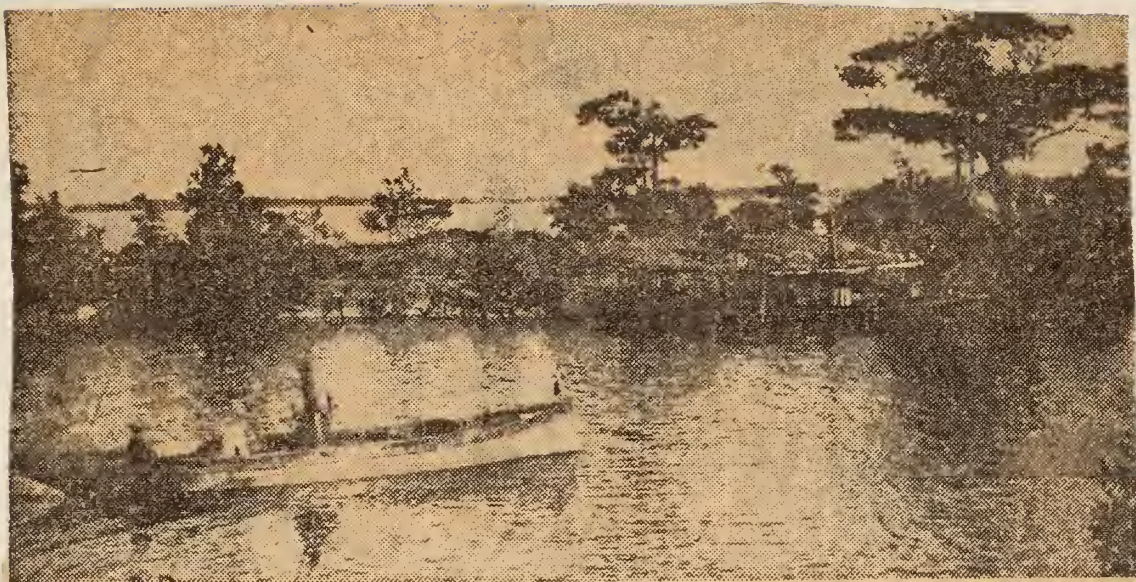
Received Payment

ACCOUNTS ISSUED MONTHLY

* 2 A *

There was a blockhouse also at Mississauga Point, site of the present Locomotive Works, and in the War of 1812-14 was also the site of a three gun battery.

(Mississauga Point was at one time an Indian burying ground.)

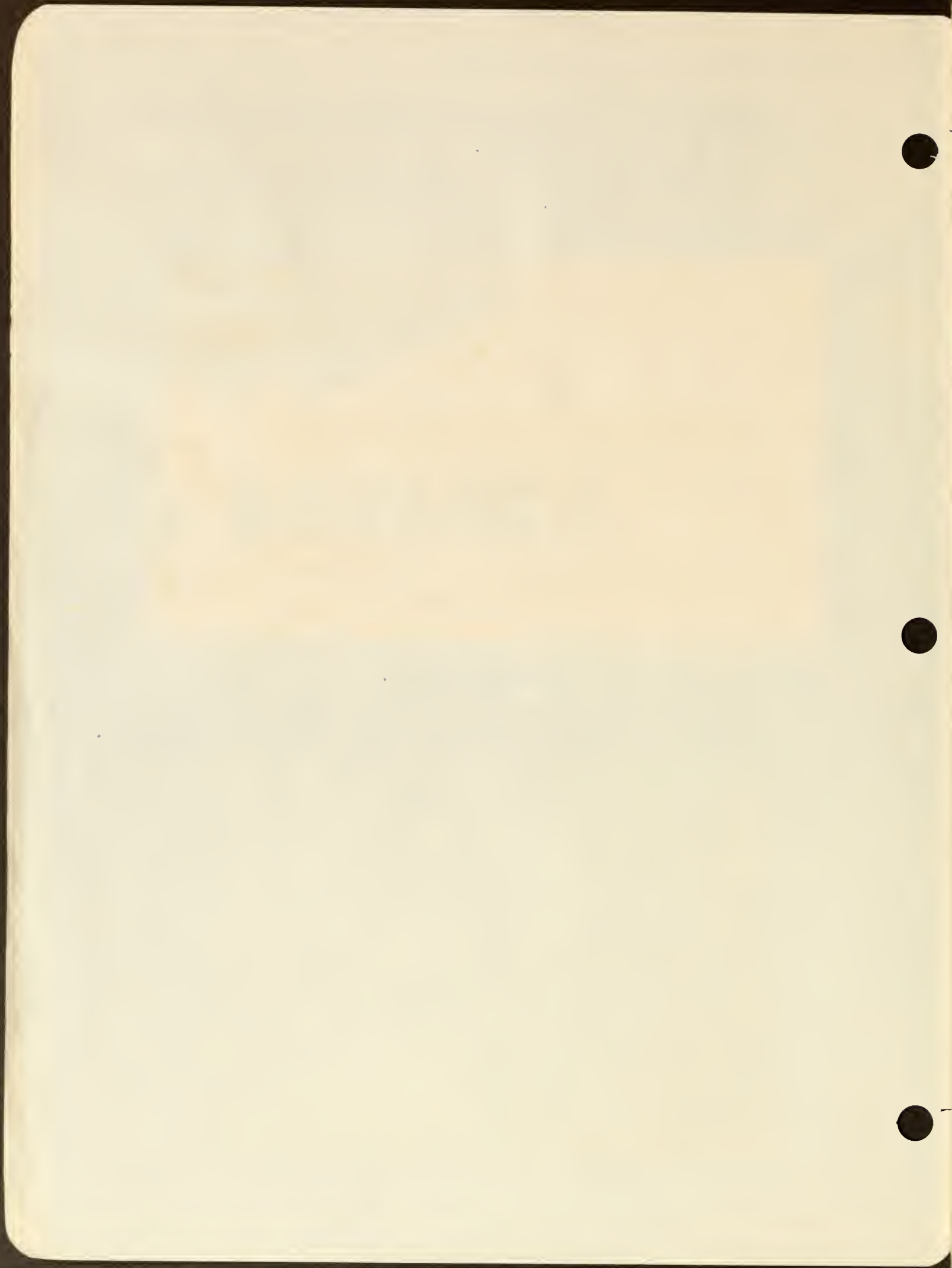


ONE OF THE early pleasure steam yachts pulls in at Snake Island. The vessel in the fore-

ground was owned by Clark Hamilton, customs officer at Kingston.

Snake Island.

In the early days of the U.E. Loyalists, there was a blockhouse here, and it was eventually burned by fishermen.



(26) H.C. Barneigh papers

after the coming of the United
Empire loyalist

1824
1825
1826

